



MANITOBA CANADA

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MANITOBA

THE
KEY-STONE PROVINCE
OF THE
CANADIAN
CONFEDERATION.

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Foreword

This little book has been specially prepared for members of the Imperial Press Conference visiting Canada in the Summer of 1920. Its object and purpose is to make available in compact form and in attractive guise the romantic story of Manitoba's magic growth in power, wealth and population.

The Imperial Press Conference will cross Manitoba in their direct journeys east and west, and they will have the opportunity of seeing that part of the Province which lies along the main railway tracks. Winnipeg, the wonder city, which has grown within the lifetime of not a few of its inhabitants from a cross-roads village to the third greatest city in the Dominion, will reveal to them its promise as a business centre and its charm as a city of homes.

They will visit Portage la Prairie, a prosperous and solidly built country town, and in the famous wheat plains of which it is the centre they will see the prairie in its highest stage of development. From Carberry, a thriving town on the C.P.R., they will drive through a typical Manitoba country-side in the early stages of harvest to Brandon, the second city of Manitoba and the most active agricultural centre in the province. Here the great winter and summer fairs are held in spacious buildings and grounds.

But while our visitors will thus see some of the most progressive and thriving parts of the province,

there will remain much of interest and value that it will not be possible in the limited time available to bring to their attention, and it is hoped this volume will make up at least in part for this deficiency by giving our visitors a general view of the resources, potentialities and achievements of the province at large and of its chief city, Winnipeg.

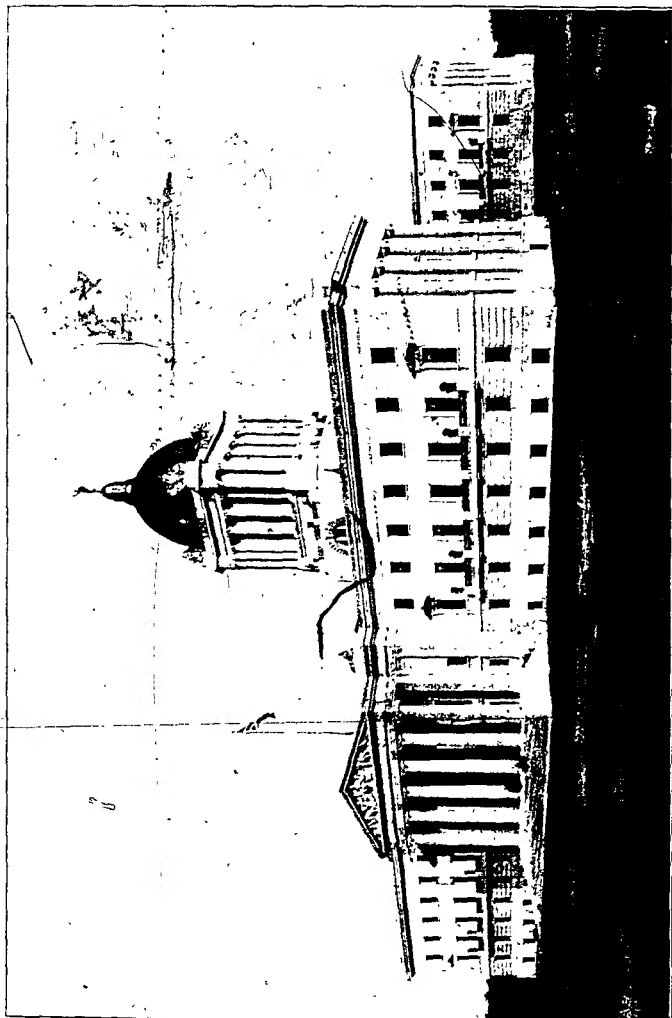
Manitoba is the key-stone Province of the Confederation, and Winnipeg, lying almost equidistant between the shores of the Atlantic and the Pacific, is the bull's-eye city of the Dominion. The extraordinary strategic position of Winnipeg is best revealed by the map of Canada which shows all the Eastern and Western cross-continent routes converging in the city and then again separating. This position, unique among Canadian cities, is fixed by geographical conditions which are unchangeable, and the advantage is one than can never be lost. Winnipeg is nature's choice for a dominating centre of population and commerce.

The name, Manitoba, connotes, to the world wheat and agricultural production; but it is hoped, that our visitors of the Imperial Press Conference will bear away with them the knowledge that while Manitoba is one of the world's granaries, it is much more than this. Manitoba is a maritime province with a wide frontage on the great inland sea of Hudson Bay, and its northern development, following the completion of the railway to the bay now in sight, will bring the sails of commerce to that silent sea and reveal the illimitable wealth in mineral, waterpower, and forest of Manitoba's hinterland.

Nor is Manitoba, as is so generally supposed, a raw commercial community dating from only yester-

day. The roots of its history go far back in time, as time is measured on the American continent. Voyager and adventurer, fur-trader and pioneer, crossed its plains and threaded its streams as far back as the 18th century. Its chief towns are the successors of fur-trading "forts," first located when the King of France ruled over half the North American continent. Part of the 18th century duel between England and France was fought out within the confines of Manitoba. The agricultural beginnings of the Province go back over a century when a Scotch nobleman—a truly Scotch combination of idealist, soldier of fortune, visionary and business man—transplanted a colony of small farmers from the Hebridean islands to the banks of the Red River in the centre of a continent-wide wilderness. The little settlement thus planted knew both civil war and revolution before it developed into the great Province of Manitoba.

Something of all this—Manitoba's early romance and present achievement and bright beckoning future—this little volume tries to say, and it commends itself in hope to the favorable judgment of the men from the centre of the Empire, the overseas Dominions and the outer marches whom Canada is pleased to welcome and happy to make at home as members of the family.



NEW PROVINCIAL PARLIAMENT BUILDINGS AT WINNIPEG.

The Province of Manitoba

It was on July 15, 1870, that all the area between the Provinces of Ontario and British Columbia became part of the Dominion of Canada. This area, which includes the whole of the present Provinces of Manitoba, Saskatchewan and Alberta, with all the region northward of them to the Arctic seas, was then a waste upon which, save in a few isolated localities, no mark had been made by man. It stretched oceanlike across the continent from the valley of the Red River to the Rocky Mountains. To go back in thought only a couple of generations is to go back to a time when the prairies were still without a plough-furrow, as the Atlantic was without a keel-furrow before Columbus sailed from Palos with his caravels. The only records written across the prairies of activities other than those of the changing seasons, year after year for century after century, were the permanent buffalo trails across the face of this vast expanse, which was held in fee simple by herds of buffalo and wandering tribes of Indians. There was but one place half a century ago where settlement had passed beyond the stage of the clustering of a few hunters' families about a trading post. This was on the eastern verge of the great expanse of prairie land, where at the junction of the Red and the Assiniboine Rivers there had grown up during the preceding fifty years a community of some 12,000 people, white or half-breed.

A LAND OF ROMANCE

Since the first explorers were lured on by the dream of a Northwest Passage to the Orient—Hudson, the intrepid La Verendrye, who was the first white man to behold the site of the future city of Winnipeg, and the others whose names stand so high on the roll of famous adventurers by sea and land—the history of the region which is now Manitoba has interwoven itself centrally in the web of romance and struggle and progress, of exploration, development of the fur trade, colonization, armed conflict, and eventually the growth



VIEW OF GRAND STAIRCASE HALL, PARLIAMENT BUILDINGS,
WINNIPEG

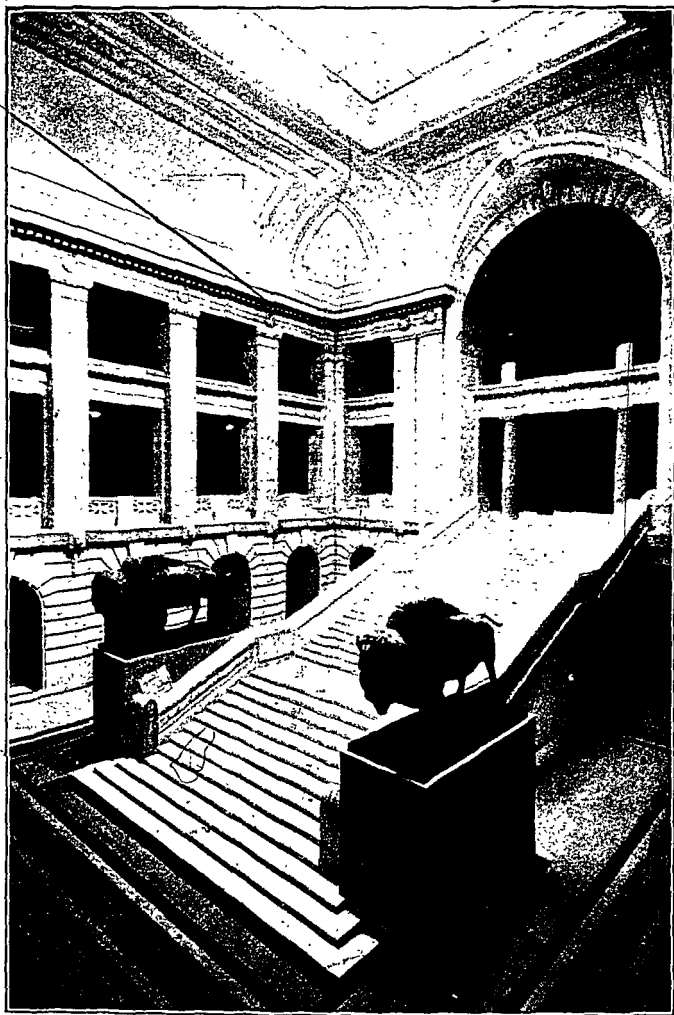
of self-government and the beginning of the economic development of the prairies. Not even the most visionary among the dwellers near the junction of the Red and the Assiniboine half a century ago, it is safe to say, dreamed of what the coming years held in store—wheatfields stretching to the circling skyline, tall, red, hump-shouldered elevators rising where settlements clustered into villages, the growth of diversified agriculture, towns and populous cities linked by a network of railways radiating from Winnipeg and covering the whole West, and industry and prosperity spreading throughout the length and breadth of that empty vastness of half a century ago which General Butler, whose famous book was published in 1872, described in the title he gave that book—"The Great Lone Land."

The territorial rights granted to the Hudson's Bay Company by Charles II. in 1670, and extinguished by purchase when Rupert's Land was annexed to the Dominion in 1870, were of an immensity not realized by the Merry Monarch when by a few strokes of his royal quill in signing the charter creating the Company he made Prince Rupert and his associates whose names are set forth in that document.

'the true and absolute lords and proprietors, yielding and paying yearly to us, our heirs and successors, for the same, two elk and two black beavers, whensoever and so often as we, our heirs and successors, shall happen to enter into the said countries, regions and territories hereby granted.'

THE SELKIRK SETTLERS

In 1811 Lord Selkirk purchased from the Hudson's Bay Company, in which he had become the owner of the majority of the shares, an area of 116,000 square miles of one of the most fertile regions of the continent of North America, including a large part of what is now Manitoba and parts of the present States of North Dakota and Minnesota. Nowhere under the sun is there soil more uniformly fertile throughout such great areas. Well had the Indians chosen for it the name which later was adopted for this Province; the meaning of the word "Manitoba" is "the Land of the Great Spirit," or "God's Country."



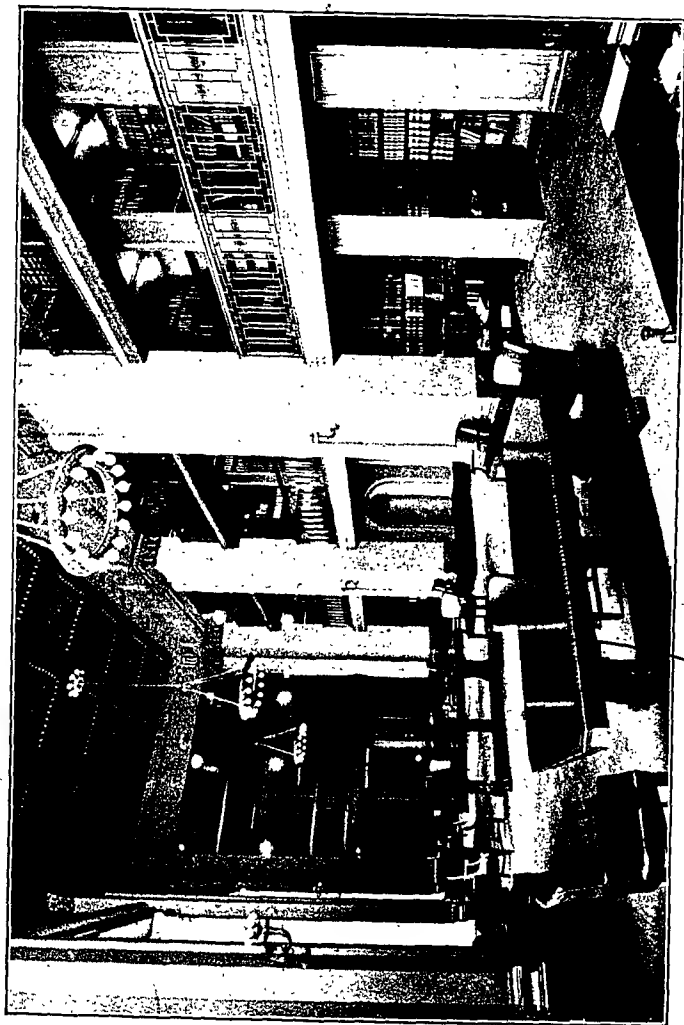
GRAND STAIRCASE IN NEW PARLIAMENT BUILDINGS, WINNIPEG

The work done in the founding of Lord Selkirk's ill-fated colony was destined to have a relation to vital problems of Canadian national development that was not realized until long afterward. The Red River settlement was opposed with relentless hostility by the North-West Company, a powerful fur-trading corporation with headquarters at Montreal, which, like the X Y Company, another strong corporation, contested the Hudson's Bay Company monopoly. All three companies had highly organized systems, and did a highly profitable trade. "The partners," wrote Washington Irving of the magnates of the fur trade, "held a lordly sway over the wintry lakes and forests of the Canadas, almost equal to that of the East India Company over the voluptuous climes and magnificent realms of the Orient." The X. Y. and the North-West Companies fought until 1804, when they united, under the name of the latter; and the resultant company, after carrying on a rivalry with the Hudson's Bay Company, which was exhaustingly costly to both, was in 1821 merged into the Hudson's Bay Company.

EARLY CONFLICTS AND TRIALS

The undisguised hostility of the North-West Company to the Red River settlement was active in London, in Montreal and in the West. The armed conflict at Seven Oaks in 1814, the scene of which is now partly within the city limits of Winnipeg, between a party headed by Governor Semple and a band of half-breeds on the war-path for the North-West Company, which ended in the killing of Governor Semple and all his party came near to making an end of the history of the settlement. Professor Chester Martin, the historian of the Red River settlement, has written:

"It was twice destroyed by men of kindred race, overwhelmed during its early years by almost unparalleled disasters, and developed for two decades under the protection of a private family. It relapsed into the ownership of a monopolistic trading company, which was accused of having 'locked the door upon the settlement, and put the key in its pocket;' and finally, after a generation of obscurity, culminating in an inglorious insurrection, it took its place as one of the most promising provinces of the Dominion. It was nearly half a century after the death of its founder that the British



MAIN ROOM OF PROVINCIAL LIBRARY, PARLIAMENT BUILDINGS, WINNIPEG

Government began to see promise in the West, and the Canadian Government realized the necessity of extending its boundaries to the Pacific."

The death of Lord Selkirk in 1820 and the union of the fur companies in the year following freed the Red River settlement from the menace of armed enemies; but then came a plague of grasshoppers for three successive years, and a few years later a destructive flood of the Red River. The enduring steadfastness of the men and women who held out against the perils, difficulties and hardships which made up the main portion of the earlier history of the settlement can be characterized justly as nothing short of heroic. The settlement stood as a bulwark ensuring to Canada the possession of the area to the westward; transcontinental railway construction eventually giving reality to the pictured unity of the map of Canada. Lord Selkirk's prophecy that Western Canada would yet afford ample means of subsistence to more than thirty millions was judged at the time he uttered it to be a dream of a visionary. It is regarded now as not at all an unreasonable prediction.

In regard to the period between the Selkirk regime and the creation of the Province of Manitoba, interest centres on the growth of the agitation against the trade monopoly of the Hudson's Bay Company. With a new political consciousness developing in the West and finding itself in alliance with the broader Canadian national sentiment growing in the East, it became plainer and plainer that however admirable the Hudsons Bay Company was as a commercial organization, and high as was the regard and confidence in which its officials were deservedly held as men honorable in their dealings, the Company could not continue to be either actually or virtually the government of Rupert's Land. The arrival of a few aggressive Canadian citizens, and the establishment of a printing press, from which came the first issue of *The Nor'Wester* newspaper on December 28, 1859, strengthened the demand for annexation to Canada. "Such a country cannot remain unpeopled," said *The Nor'Wester* in its first issue "The printing press will hasten the change."

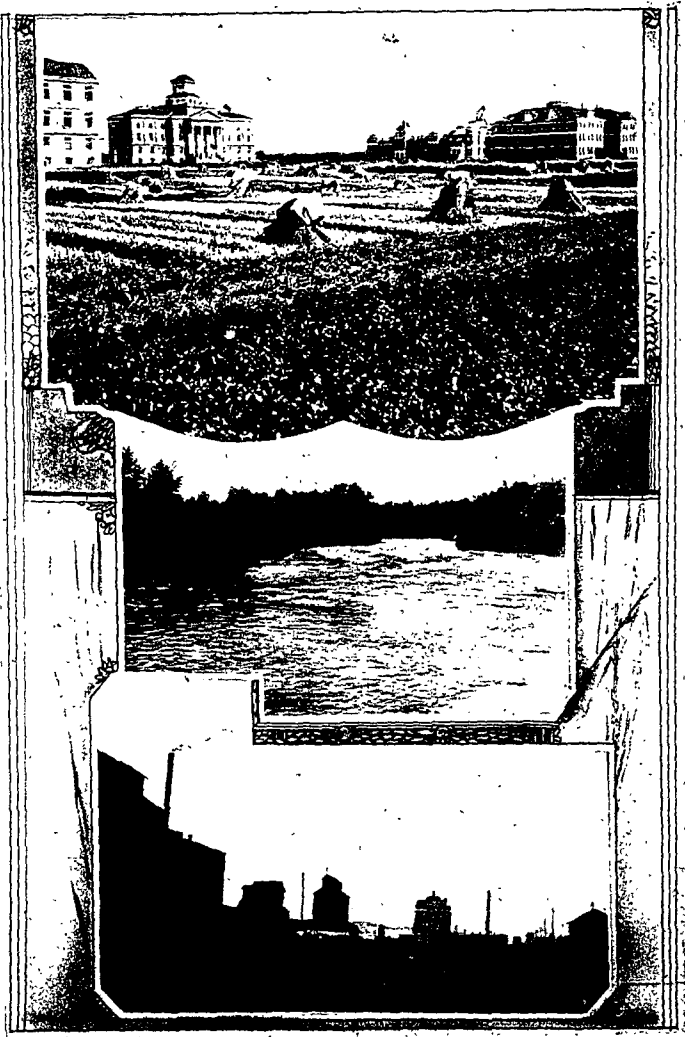


*In circle—TYPICAL LOG CABIN OF MANITOBA HOMESTEADER.
 Above and below circle—TYPICAL DWELLINGS OF RUTHENIAN SETTLERS.
 Bottom—A DOG TRAIN IN THE FAR NORTH.*

PROVINCE CONSTITUTED IN 1870

The existence of Manitoba as a province began on July 15, 1870, the day on which, as already noted, Rupert's Land and the old North-West Territory not included in the Hudson's Bay Company's charter (which covered all the area north of the international boundary draining into Hudson Bay) became part of the Dominion of Canada; the territorial rights of the Hudson's Bay Company being surrendered in exchange for a payment of £300,000 and the title to one-twentieth of the lands in the territory which had been covered by the charter. The original area of the Province of Manitoba was 13,000 square miles. There have been two extensions since. In 1881 the western boundary of the province was carried from the 99th meridian of west longitude to its present position; and in 1912 a large part of the Territory of Keewatin was added, the boundaries of Manitoba being then carried north to the 60th parallel, and northeast to where the 89th meridian meets the southern coast-line of Hudson Bay. The present area of the province is 251,832 square miles.

As to "the Red River rebellion" in 1870, in connection with Rupert's Land becoming part of the Dominion of Canada, it will suffice here to say that while by general acknowledgement the proceedings of the Government at Ottawa immediately preceding the armed outbreak were injudicious, as the result of ignorance of the conditions, and were unfortunate, it is equally undeniable that remarkably good judgment and wise decisiveness, together with an admirable spirit of conciliation were strikingly in evidence afterwards. The "rebellion" was, after all, a comparatively small affair; but it had great national importance. It effectively fixed the attention of Eastern Canada upon the West, and aroused the Government of the Dominion to western needs; and the ready response in the East to the call for volunteers for the Red River Expedition disclosed and strengthened the spirit of Canadian national unity.



Above—SCENE AT MANITOBA AGRICULTURAL COLLEGE, WINNIPEG.

Centre—TYPICAL RIVER SCENE IN MANITOBA.

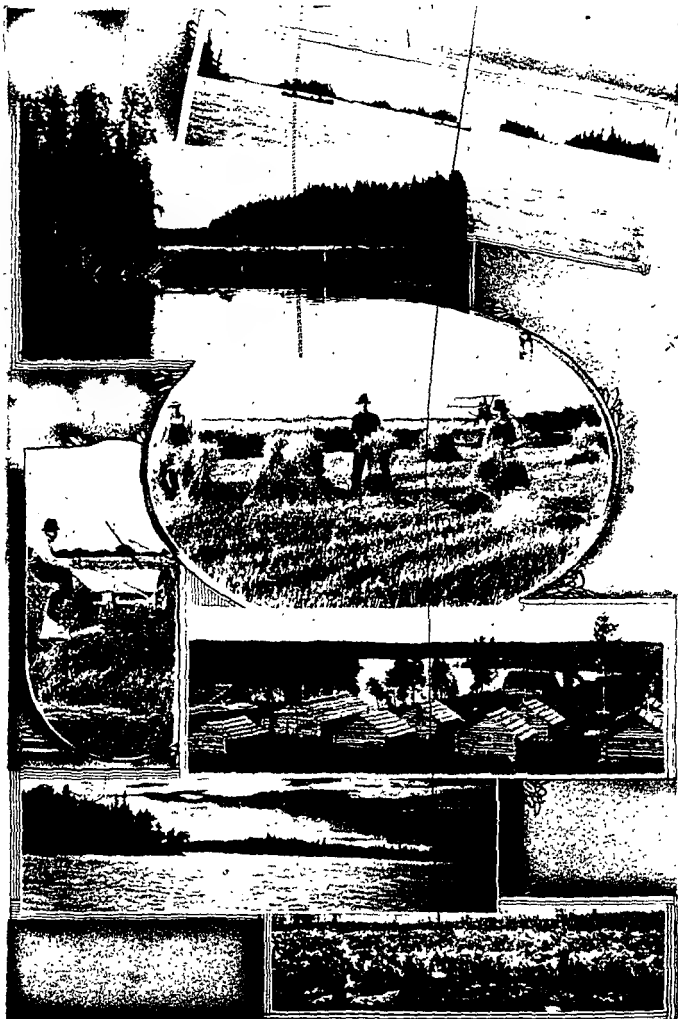
Below—GRAIN ELEVATORS AND FLOUR MILL AT PORTAGE LA PRAIRIE.

SETTLEMENT IN 1870

The official census in 1871 showed that the population of Manitoba then consisted of 1,565 whites, 5,757 French-speaking half-breeds, and 4,083 English-speaking half-breeds. To the north from Fort Garry, the Hudson's Bay Company's trading post from which the city of Winnipeg has grown, along the banks of the Red were the descendants of the original Red River settlers brought out from Scotland by Lord Selkirk, and a number of retired Hudson's Bay officials and their families. To the south, along the banks of the Red for thirty miles there was a straggling settlement of French half-breeds. To the west, along the banks of the Assiniboine there were scattered settlements of Scots or French, reaching as far as Portage la Prairie, sixty miles away. The French had brought with them from Quebec the system of land surveys by which each lot had a narrow frontage on the river and ran back two miles, with a two-mile strip of common pasture beyond. All the early settlement had been conditioned by the belief that the higher land back from the rivers could not successfully be cultivated, and that human activities in Western Canada were destined to be confined practically to trapping, hunting and fur-trading. The great buffalo hunts upon the plains to the south and the southwest were the outstanding events of each year.

EARLY TRANSPORTATION

When the West became part of the Dominion of Canada, the Indians had to be dealt with justly, the Indian and the half-breed titles to land had to be provided for, the prairies had to be surveyed, roads had to be made, and law and order had to be maintained. First of all, communications had to be established. In 1871 a tri-weekly stage line under contract with the government began running between Abercrombie, Minn., and Winnipeg. In 1877 it became a daily service. In 1871 a telegraph line from Pembina to Winnipeg was opened; thereafter the little outpost at the junction of the Red and the Assiniboine was



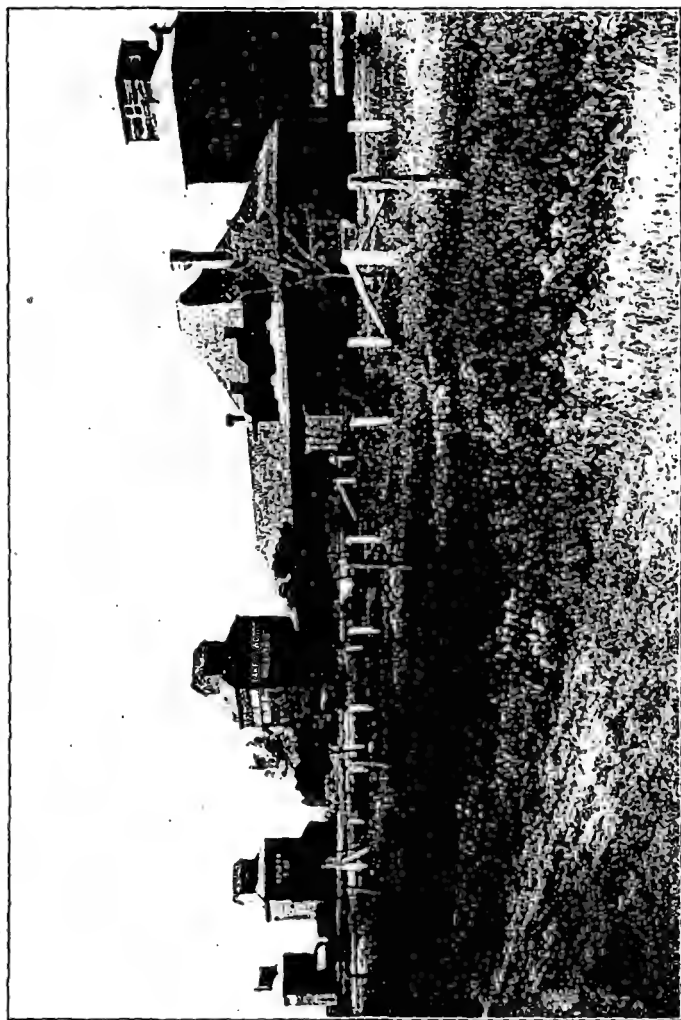
Top to bottom—LAKE SCENERY IN NORTHERN MANITOBA; A BEAVER DAM; TYPICAL HARVESTING SCENE; LOG BUILDINGS OF A NORTHERN MINING CAMP; ANOTHER LAKE SCENE IN THE NORTHERN MINING COUNTRY; A HERD OF CARIBOU IN THE FAR NORTH.

daily in touch with Ottawa and with the rest of the world. In 1872 the appearance of the steamer Selkirk, owned by James J. Hill, of St. Paul, an active young Canadian who was destined to play an important part in railway development in the Northwestern States and in Western Canada as well, meant the ending of the old picturesque cross-country freighting by caravans of loudly-creaking Red River carts.

In a couple of years there were seven steamers plying of the Red. Meanwhile the Dawson route, an amphibious highway of 499 miles, of which 131 miles were wagon road and the remainder water stretches, from Thunder Bay, on Lake Superior, to Winnipeg, was opened up. By 1875 a considerable number of homesteaders from Eastern Canada had come to Manitoba almost all through the States, on account of the hardships of the Dawson route. The Mennonites, who came in 1875, were the first foreign settlers. In the following year came the vanguard of the Icelandic settlers, who took up land along the shores of Lake Winnipeg. The first train over the first railway to be operated in Manitoba, which was called the Pembina branch, reached St. Boniface, across the river from Winnipeg, on December 7, 1878; it had made the run from Emerson. Today there are 11,000 miles of railway lines covering the three Prairie Provinces, with Winnipeg as the headquarters of the whole network; and the completion of the Hudson Bay Railway will bring the grainfields of Western Canada 1,500 miles nearer the markets across the Atlantic.

GROWTH AND PROGRESS

There is not space here to allow of any attempt to record even in the most summary way the history of the five decades of growth and progress in Manitoba since 1870. On other pages are set forth statistics of that growth and progress. The last Dominion census which was taken in 1911, showed the population of the province in that year to be 455,614, or 461,630, if we include the population (6,016) of the territory added in 1912. The western census in 1916 gave 533,860 as the total population of Manitoba in that year. A bulletin



RAILWAY STATION AND GRAIN ELEVATORS OF A TYPICAL MANITOBA TOWN

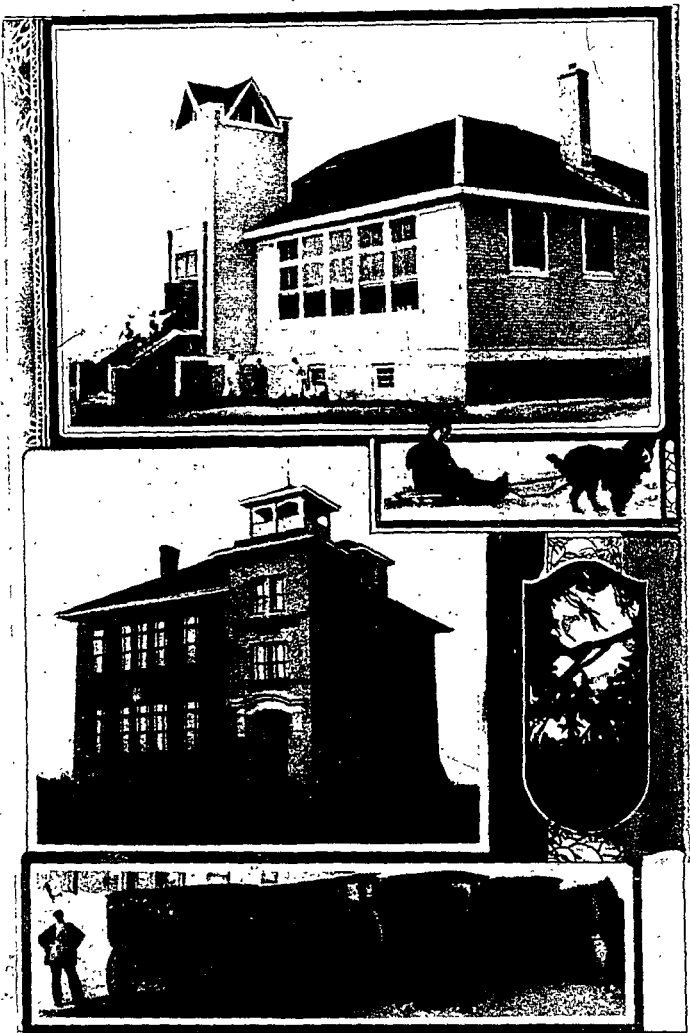
recently issued by the Department of Trade and Commerce at Ottawa, in advance of the regular decennial Dominion census to be taken next year, estimates the present population of the province at 618,903.

Nor is there room here to attempt to recount even in the merest outline the record of Manitoba in the war.

In educational progress and in the advancement of economic and social welfare generally, based on recognition of the things that are essential in their bearing upon true human values, Manitoba has established itself in a position second to none of its sister provinces, and to none of the States in the adjoining republic. The minimum wage and fair wage legislation, together with the up-to-date efficiency in methods of factory supervision and health administration, the highly organized system of agricultural education, the system of allowances for dependent mothers (the first of its kind on this continent), the system of nursing in the rural communities (in which likewise Manitoba has led the way), the Rural Credit Societies and the Farm Loans Association, together with the Savings Deposits system may be mentioned as typical products of the progressive Manitoba spirit of united citizenship and co-operation between Manitobans of all classes and occupations and their recognition of their common duties and responsibilities in working together for the common good. Great as are the natural resources of Manitoba, this spirit of co-operation in all classes of the people of the province is a resource of incalculably greater value, ensuring the development of Manitoba's possibilities in every way.

Manitoba's destiny as an important part of the Canadian nation was foreseen by the brilliant Lord Dufferin, who, when he visited Winnipeg as Governor-General of the Dominion in 1877, said in a memorably eloquent speech:

"From its geographical position and its peculiar characteristics, Manitoba may be regarded as the keystone of that mighty arch of sister provinces which spans the entire continent from the Atlantic to the Pacific. It was here that Canada, emerging from her woods and forests, first gazed upon her rolling prairies and unexplored Northwest, and learned as by an unexpected revelation that her historical territories of the Canadas, her eastern seaboard of New



Top—A RURAL PUBLIC SCHOOL IN DISTRICT PEOPLED OVER 90% BY RUTHENIANS, RUSSIANS, POLES, ETC.

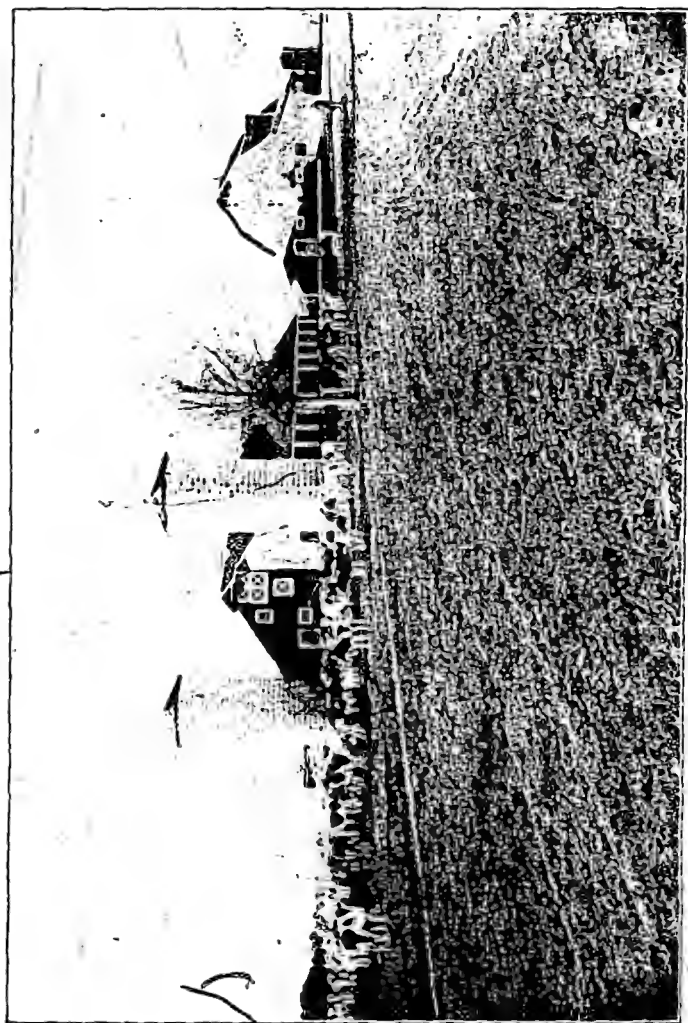
Centre—TYPICAL RURAL CONSOLIDATED SCHOOL.

Bottom—CONSOLIDATED SCHOOL VANS READY TO TAKE CHILDREN HOME.

Brunswick, Labrador, Nova Scotia, her Laurentian lakes and valleys, cornlands and pastures, though themselves more extensive than half a dozen European kingdoms, were but the vestibules and antechambers to that, until then, undreamt-of Dominion, whose illimitable dimensions alike confound the arithmetic of the surveyor and the verification of the explorer. It was hence that, counting her past achievements as but the preface and prelude to her future exertions and expanding destinies, she took a fresh departure, received the afflatus of a more imperial inspiration, and felt herself no longer a mere settler along the banks of a single river, but the owner of half a continent, and in the amplitude of her possessions, in the wealth of her resources, in the sinews of her material might, the peer of any power on earth."

Manitoba's position of central importance in Canada has been greatly enhanced since Lord Dufferin spoke the foregoing words. Manitoba is now a maritime province. Its resources—the fertility of its prairie loam and the richness of its natural pasturage, the maritime possibilities on Hudson Bay, the deposits of mineral wealth in its northern stretches, the immense volume of available water power for manufacturing purposes, the extensive tracts of pulpwood adjacent to power sites on the rivers, its furs and its fisheries—are of a diversity which will prove increasingly serviceable in furthering Canadian national development by uniting the more distinctive interests of West and East. But it is, of course, essential that just claim of Manitoba to control of its lands, timber, minerals and other natural resources shall not continue to be disregarded, and the present system of control of these resources at Ottawa made permanent.

The confident optimism with which the people of Manitoba are working energetically at productive industry and looking forward to a great expansion of development is justified by their knowledge of their province's abundant and varied resources. Manitoba is doing, and will continue to do, its full share of the productive work which will carry Canada prosperously through the period of reconstruction after the war and lay secure foundations enduring national progress and prosperity.



A MANTORA DAIRY FARM NEAR WINNIPEG

Resources of Manitoba

Manitoba is essentially an agricultural province and it is likely that this will continue to be its most important industry for many years to come. Since the earliest days of settlement it has been known as the home of the finest wheat grown. Manitoba No. 1 Hard has made the province famous throughout the civilized world and Manitoba No. 1 and 2 Northern are to-day the standard grade of hard wheat everywhere. The fertility of the soil is unequalled, and climatic conditions are favorable not only for grain growing but for mixed farming of all kinds, including the raising of livestock. It is a matter of official record that grain crops, and in fact, crops of every kind, ripen in a shorter time than in any other part of Canada, and there is ample proof of the exceptional fertility of the soil in the success which attended the exhibiting of Manitoba farm products at the International Dry Farm Expositions held yearly in the United States.

At Peoria, Illinois, in 1917, Manitoba entries won the first three prizes for hard red spring wheat, also first for wheat, rye, barley, potatoes, mangels, beets, cauliflower, and garlic. That this success was no accident was proved at the 1918 Exposition held at Kansas City, Missouri, where Manitoba entries carried off no less than 81 prizes, including the first state or provincial prize for vegetables, sweepstakes for vegetables, first and sweepstakes for hard and red spring wheat, first for rye, first for wheat and oats, sweepstakes for oats, first for alfalfa, first for barley, first for potatoes, first for cabbage and parsnips, and many other prizes for both grains and vegetables. In 1919, at the Exposition again held at Kansas City, Missouri, the Manitoba entries were quite as successful. They won 31 first prizes, including the world's championship for a collection of vegetables, the world's championship for small grains (wheat, oats, barley and rye), the world's championship for the most attractive exhibit, and the second trophy for the most



Above—HIGH SCHOOL AT DAUPHIN.
 Centre—A TYPICAL RURAL CONSOLIDATED SCHOOL.
 Below—SCHOOL VAN, CLOSED FOR COLD WEATHER.

comprehensive exhibit. One Manitoba farmer had the unique honor of winning the silver cup for the best individual farm exhibit in the dry farmer's section, while another Manitoba farmer's exhibit won second. In connection with these competitions it is to be remembered that they were open to every province and state in North America and that the entries were very numerous and the competition exceedingly keen.

AVERAGE YIELDS OF GRAIN

The following statistics show the average yield of the leading crops of the province for the past ten years.

WHEAT

Year	Acreage	Average Yield Bus.	Total Yield Bus.
1910	2,962,187	13.4	39,916,391
1911	3,339,072	18.3	61,058,786
1912	2,823,362	20.7	58,433,579
1913	3,141,218	20.0	62,755,455
1914	3,366,200	15.5	52,491,879
1915	3,664,281	26.4	96,662,912
1916	2,994,529	10.16	30,439,600
1917	2,853,362	14.9	42,689,061
1918	2,917,384	16.5	48,142,062
1919	2,862,383	14.3	40,975,280

OATS

Year	Acreage	Average Yield Bus.	Total Yield Bus.
1910	1,486,436	28.7	42,647,766
1911	1,628,562	45.3	73,786,683
1912	1,939,982	46.0	87,190,677
1913	1,939,723	42.0	81,410,174
1914	2,064,114	30.0	62,034,668
1915	2,121,845	47.7	101,077,991
1916	2,062,411	32.8	67,729,922
1917	2,230,005	28.4	63,372,832
1918	1,694,072	32.1	54,473,483
1919	1,826,366	31.6	57,698,014



AMPLE WATER AND RICH NATURAL PASTURAGE ON A MANITOBA FARM

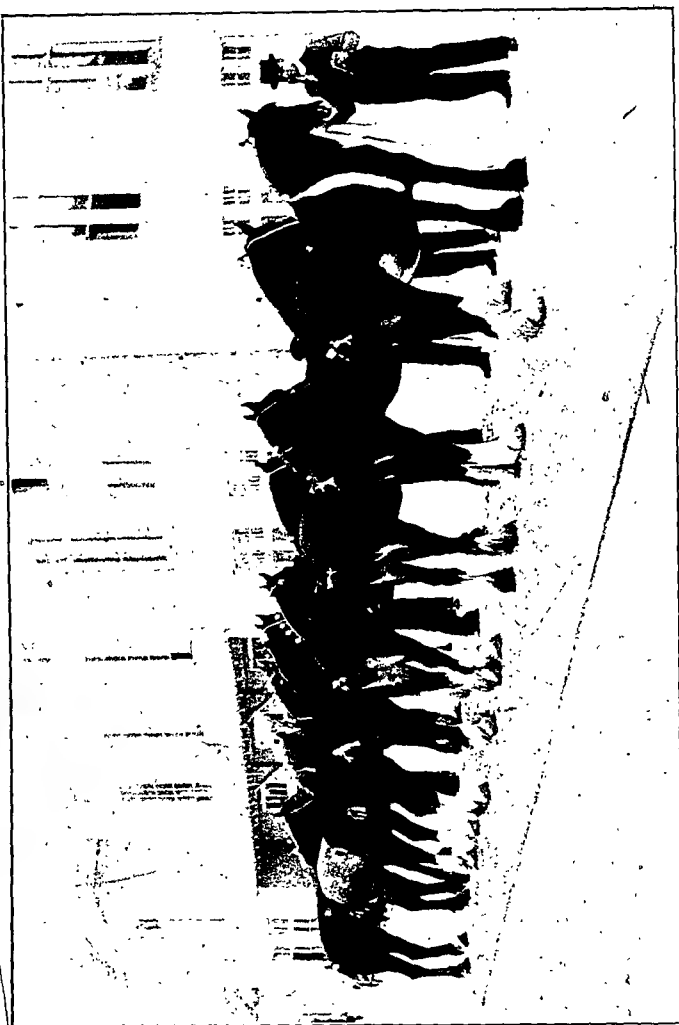
BARLEY

Year	Acreage	Average Yield Bus.	Total Yield Bus.
1910	624,644	20.7	12,960,038
1911	759,977	31.5	23,999,239
1912	962,928	35.1	33,795,191
1913	1,153,834	28.6	33,014,693
1914	1,187,136	20.0	23,866,098
1915	1,039,849	34.0	35,423,495
1916	1,153,660	20.9	24,116,141
1917	1,270,724	20.4	26,014,948
1918	1,093,129	25.5	27,963,390
1919	855,000	20.1	17,149,425

FLAX

Year	Acreage	Average Yield Bus.	Total Yield Bus.
1910	41,002	9.9	410,928
1911	85,036	14.0	1,205,727
1912	196,315	13.6	2,671,729
1913	115,054	11.3	1,301,278
1914	100,191	10.0	1,001,910
1915	64,863	11.4	739,808
1916	55,608	10.5	587,635
1917	63,605	8.6	552,309
1918	106,635	10.2	1,090,994
1919	55,679	9.3	520,303

While the Province of Manitoba is best known to the outside world for its hard wheat and other grains, the experiences of the past ten or fifteen years indicate that its real agricultural future will be along the line of general or mixed farming. There has been a steady trend in this direction with the result that to-day there are few farmers in the province who devote their energy entirely to grain growing. Stock-raising and dairying have proved exceedingly successful, and fruit growing, beekeeping, poultry raising, and the cultivating of vegetables and roots in large quantities not only for stock food but for the market now constitute a very large part of agricultural industry.



MANITOBA BRED HORSES. PRIZE WINNERS AT BRANDON FAIR

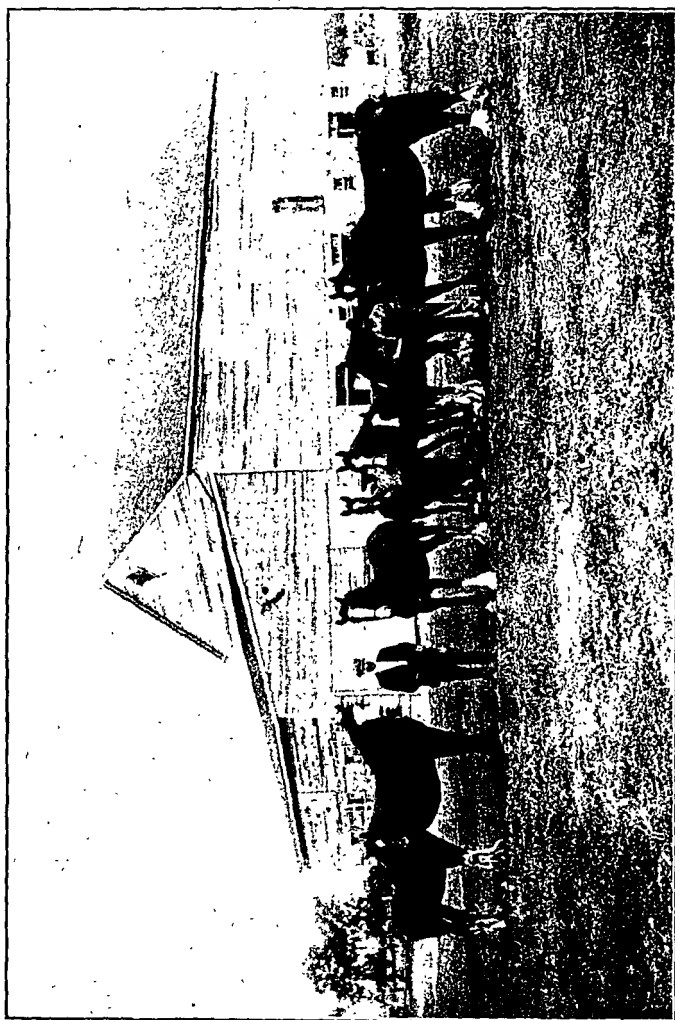
STOCK RAISING

Stock raising has been particularly successful. The climate of Manitoba is favorable for livestock of all kinds. The exceptional amount of bright sunshine all the year round is one of the important factors, as also the great abundance and unusual richness of the natural feeds which grow in profusion in all parts of the province. It is a matter of record that stock can be turned out and fed on the natural pastures from May of every year and can usually remain out on these pastures until November 15th or later, before they require prepared food. Cattle can be wintered out of doors in Manitoba without trouble and with splendid results, and this course is pursued every year by some of the most successful live stock men in the province. During the year 1919 the Union Stock Yards, Winnipeg, handled 110,519 head of cattle, 34,635 sheep and 132,762 hogs for shipment.

DAIRYING

Dairying has made tremendous strides in the past few years and the record of production furnishes ample proof of the adaptability of all sections of the province to this important and very profitable industry. In the year 1912, the Province of Manitoba actually imported 55 carloads of creamery butter, most of which came from the eastern townships of Quebec. In 1915, Manitoba creameries exported 50 carloads of No. 1 creamery butter, and in 1919 the export had increased to 150 carloads, valued at \$1,750,000. The total value of dairy products in 1919 was \$16,789,925. Manitoba No. 1 creamery butter has been steadily winning its way in the best markets on the continent, until to-day it commands the top price in Toronto, Montreal, Chicago and New York, as well as in the export market for Great Britain. There are 44 creameries in the province.

The increase in dairying has been steady for the past 15 years, and there is every indication that this will become one of the largest and most important branches of the agricultural industry in the province.



TYPICAL GENERAL PURPOSE FARM HORSES

LUMBERING

Lumbering has always been and will continue to be of considerable importance among the industries of Manitoba. For many years past the average cut of commercial lumber has averaged over one million dollars a year, the greater parts of which come from the heavily wooded districts in the northern parts of the province. Large areas along the northern shores of Lake Winnipeg carry spruce pulpwood of very fine quality. There are also immense areas of pulpwood in the far northern country, which also affords practically unlimited water-power for hydro-electric development. With the growing scarcity of pulpwood for paper it is reasonably certain that it is but a matter of a very short time before the immensely rich spruce areas of Manitoba will be developed and added to the constantly growing output of wealth from the natural resources of the province.

MINING

Mining is an industry as yet in its comparative infancy in Manitoba, but the outlook is exceedingly good and it is the recorded opinion of engineers from all parts of the world that Manitoba will yet prove to be one of the richest mineral producers in the Dominion. Discoveries of gold, copper, tungsten, molybdenite, and other valuable minerals have been made in several parts of the province. At the present time the three most promising fields are the district north of The Pas, the Rice Lake District to the east of Lake Winnipeg, and what is known as the Lac du Bonnet district, east of Winnipeg and close to the Winnipeg River. In the district north and west of The Pas, only a small part of which has been prospected, the existence of vast deposits of copper sulphide, copper and gold bearing ore has been demonstrated, and development work which was retarded by the war is now being proceeded with. The Rice Lake district has only been partially prospected, but hundreds of claims of undoubted value have been staked and a great many of these



MANITOBA BRED CATTLE FED ON NATIVE GRASS PASTURAGE.

are in the course of development. In the Lac du Bonnet district there has been but little prospecting and no development work to speak of, but the reports of government geologists and engineers indicate the existence of very valuable deposits of copper.

Manitoba has vast quantities of building materials which come naturally under the head of mineral resources. These include building stone of very fine quality, of which the limestone quarries at Tyndall, Stonewall, Stony Mountain and other places are best known. Granite is quarried on the east shore of Lake Winnipeg, also on the line of the Winnipeg Water District Railway to the east of Winnipeg. Good brick clay in large quantities is obtained in many parts of the Province. Bricks are manufactured in 16 different points in the province. A natural cement is manufactured at Babcock, north-east of Winnipeg, and cement materials are to be found in several other parts of the province. Limestone is quarried on the shore of Lake Manitoba, and is used for the manufacture of Portland cement. Large deposits of gypsum exist in the townships north of Lake St. Martin and are being worked on a very large scale. Tungsten and molybdenite have been found in southeastern Manitoba, but extensive prospecting and development ceased during the war.

Large deposits of iron have been determined in the Lake Winnipeg district.

FISH AND FUR.

In addition to the natural resources already mentioned, Manitoba is the fortunate possessor of other resources the value of which can only be estimated. The fishing industry has thus far been confined largely to the lakes in the older settled parts of the province, notably Lake Winnipeg and Lake Manitoba, which afford great quantities of whitefish, pickerel and other valuable fish. The average catch for a number of years past has been from one million to one million five hundred thousand dollars, but the opening of transportation in the new northern



MANITOBA BRED HORSES ON NATURAL PASTURAGE

territory and the development of the known potentialities of Hudson's Bay, which is certain to come when the Hudson Bay Railway is completed, will multiply the value of Manitoba fisheries many times. Hundreds of lakes and rivers in the northern country are known to teem with fish of many kinds and of the finest quality.

Fur is another very important resource which it is believed can be developed in the far north to very large proportions. In 1919, exports of fur from Manitoba amounted to nearly two million dollars, of which over six hundred thousand dollars was marketed at The Pas. The increased price of furs and the great scarcity throughout the world has naturally attracted attention to this industry and the prospects for the future are exceedingly good.

UNLIMITED WATER POWER

While, as has been said, the Province of Manitoba is essentially an agricultural province with many other natural resources and advantages that have been outlined, it has very great possibilities for industrial development. Undoubtedly the greatest factor in this development will be the practically unlimited amount of water-power. Much of this is within easy reach of the City of Winnipeg. Government surveys have shown that there is at least 500,000 h.p. available on the Winnipeg River at distances varying from 52 to 75 miles from the City. The actual development which has taken care of the City's requirements in the past is that of the municipal power plant at Point du Bois, which has a turbine installation of 47,000 h.p., while the Winnipeg Electric Railway Company at Lac du Bonnet has a turbine installation of 37,600 h.p. The municipal plant is being extended and will have an installation of 57,000 h.p., and a subsidiary company to the Winnipeg Electric Railway Company are also proceeding with development on another site and these two will supply all possible needs to the city for several years to come. It is therefore certain that Winnipeg will



A GAS TRACTOR OUTFIT PLOUGHING MANITOBA WHEAT LAND



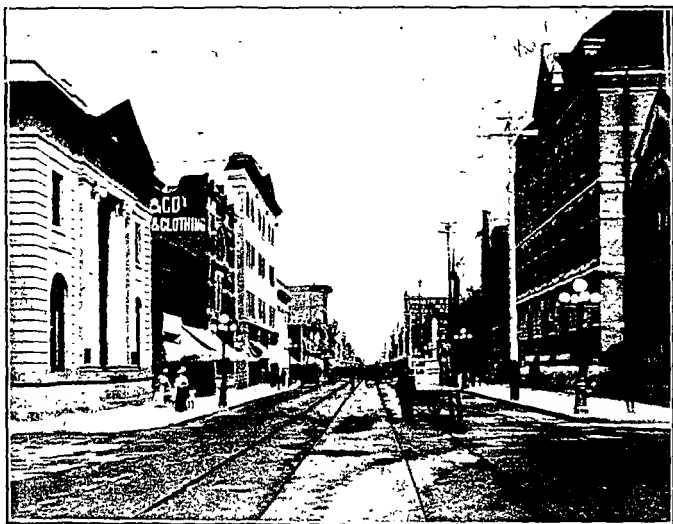
THE WHEAT THAT MADE MANITOBA FAMOUS.

continue to enjoy the unique advantage of an unlimited supply of power for manufacturing and industrial purposes at the lowest rate at present known on the American continent.

In addition to the very valuable water powers of the Winnipeg River, which are so easily available for use in Winnipeg and the older settled parts of the Province, there is a practically unlimited field for development of water powers in the new districts of Northern Manitoba. Government surveys on the Saskatchewan, Nelson, Churchill, Grass and Burntwood Rivers show that over 3,000,000 h.p. is available at ordinary minimum flow, and that ordinary methods of storage will increase this to about 4,300,000 h.p., which would be dependable under all conditions. As has been noted, much of this water power is contiguous to very large areas of pulpwood. Some of the most promising mining districts also have ample water power within easy reach and tentative plans for development of some of the very large copper properties north of The Pas provide for the use of electrical energy entirely. Government experts who have been at work in the north country for several years past report that the production of fertilizer offers a wide field for exploration. It is to be noted that the last mentioned water powers, although in a wild and practically uninhabited country, are all within easy reach of the Hudson's Bay Railway which is soon to give Manitoba an ocean port and it is therefore plain that in the coming world commercial campaign, Western Canada and particularly Manitoba are in an exceedingly promising position.

BRANDON

Brandon, the largest city in Manitoba outside of Winnipeg, is a younger city than Portage la Prairie, and for many years was less important. The site of the present city was outside of Manitoba until 1881, when the provincial boundaries were extended. Settlers came into the Brandon district in advance of the building of the main line of the C.P.R., and the beginnings of the present city were laid in 1879 at a point



ROSSER AVENUE, BRANDON

two miles east of the present site, where it was expected that a townsite and divisional point of the railway would be located. The village was called Grand Valley, but the company changed its plans and the townsite was moved two miles to the west in 1881, when the railway was built to that point. First a small collection of tents made their appearance on the slopes of the Assiniboine River, soon to be followed by the erection of small wooden buildings.



ENTRANCE TO ISLAND PARK, PORTAGE LA PRAIRIE

It was found to be an excellent farming district and settlers crowded in. Brandon itself has a steady substantial development with few booms. Its growth was more marked after 1900. Such large quantities of wheat were marketed at Brandon that it has been called the "Wheat City." In the district there are many very progressive farmers and the provincial agricultural exhibition in the summer and the stock show in the winter have become important annual events in Manitoba.

Commercially, Brandon has benefitted from the building of two main lines of railway, the C.P.R. and the C.N.R., through the city, and the location there of the terminus of the Great Northern. It is 133 miles west of Winnipeg and has developed many local industries and a wholesale trade. The civic government has made the place a progressive modern city.

There is a municipal street railway, an automatic telephone system, central steam-heating system, well paved streets and other improvements. A \$500,000 general hospital, fully up-to-date, is planned for next year.

The population is now about 15,000 and the property assessment \$20,091,713. The educational advantages include not only the public and high schools, but also a normal school and the Brandon College.

PORTAGE LA PRAIRIE

Portage la Prairie lies about equi-distant from Montreal in the east and Victoria in the west—some fifteen hundred miles either way from the Gulf of St. Lawrence and the Pacific Ocean. It lies on the Portage Plains, and about the town in every direction is an unbounded vista of golden wheat. It is August, and the harvest is ready.

When, in the old days, the traders travelling from the railway to the far northwest, paddled up the Assiniboine, a "portage" here became necessary. The canoe and cargo had to be taken out of the river and carried across the prairie to Portage Creek, down which they proceeded to Lake Manitoba or Winnipegosis to

the Saskatchewan or the Athabasca River, and so finally, perhaps, to the Mackenzie.

About the portage the Hudson's Bay Company first built a fort, and one may still see buildings west of the present town which kept company with the old fort some fifty years ago. Portage la Prairie has long been a wheat centre as well as a junction point for travellers, and where was once an old windmill one now sees the towering elevators with their capacity for



A MANITOBA FARM HOME.

thousands of bushels of grain. Where in the old days one labored up the river by canoe, to-day one may choose for his journey from three transcontinental railway routes. Talking of the old days, too, it was in this district that de la Verendrye, the great French explorer, built Fort la Reine, and on the island where luncheon will be served, the Roman Catholics established a mission nearly two hundred years since. The Anglican Church followed with a mission a century later. Crescent Lake with its island park is exceedingly

pretty—a monument of beauty to the enterprise of the citizens.

Wheat is, of course, the great industry about Portage la Prairie, but the manufacture of farm machinery is carried on, of sheet metal, iron and structural steel. The city has a population of some 7,000, a mayor (Mr. J. H. Metcalfe), and six aldermen.

CARBERRY

Carberry is a very pretty little town, about 28 miles east of Brandon. It lies in Manitoba's finest farming district, and has for thirty years or more been its distributing point. If one had time, one might visit the sand hills, long famous for small game hunting. It was in Carberry that Ernest Thompson Seton, the naturalist, wrote many of his Manitoba stories. Carberry is 1,258 feet above sea level and has a population of about 1,000.



OFFICE OF UNION BANK OF CANADA AT CARBERRY.

CLIMATIC CONDITIONS

The climatic conditions of Manitoba are very uniform throughout the province. The Spring is not over long but is bright and invigorating and vegetation comes to life with surprising rapidity after the Winter snow has dissipated. The Summer proper is short and warm but there is an almost complete absence of the excessive humid heat common to the eastern provinces and the nights are invariably cool and afford complete relief to man and beast. The Autumn is long and gloriously bright—days of golden sunshine and genial warmth with nights of refreshing coolness.

Much has been said of the cold of Manitoba winters and it may as well be admitted that it does grow cold. But it is a dry, invigorating cold against which good clothing is ample protection. People have learned to adapt themselves to all winter conditions and there is neither suffering nor serious inconvenience. Houses are built to withstand frost and cold winds, and the fuel supply is always ample. Winter in Manitoba is a time of boundless energy, optimism and good health, the logical results of an exhilarating atmosphere that demands brisk action in anything one undertakes. That outdoor sport flourishes throughout the Winter is possibly the best proof that after all the Manitoba winter is something of which no one need be afraid.

The rainfall, which is heaviest in June and July, averages about 20 inches per year. Drouth is rare and then is restricted to small areas. Such a thing as a complete crop failure has never been known and Manitoba is therefore justly entitled to her truthful slogan, "Manitoba is the sure-crop province." Good water is available almost everywhere and at a very short depth from the prairie surface. Irrigation is practically unknown because it is not required and drainage is negligible. Crop damage from high wind is rare; damage from hail is even rarer.

Winnipeg—Past and Present

As the aim of this little sketch is to present only the cardinal features, it is obvious that the details of the West's early history, teeming though they be with adventures, heroic deeds and feats of arms, must be excluded.

A picturesque halo surrounds the early voyagers of this country—the pathfinders of trade and commerce and of empire. It was these light-hearted, daring men who came up the chain of lakes and rivers from Montreal to pierce the vast solitudes of the West, penetrating far into the interior, seeking a road to the Western sea (Pacific Ocean); and endeavoring to reach the great herds of buffalo described to them by the Indians on the prairies, to open up a greater trade in peltries.

La Verendrye and Selkirk are the most interesting figures on the historical canvas of the north-West—the former as a discoverer and the latter as a colonizer. La Verendrye it was who discovered the Lakes of the Woods, the Winnipeg River, Lake Winnipeg, and later in 1738, crossing Lake Winnipeg, entered the mouth of the Red River of the North on September 24th, 1738, and set eyes on the site of the present City of Winnipeg. Three-quarters of a century before the coming of Lord Selkirk, La Verendrye had built Fort Rouge at the juncture of the Red and Assiniboine Rivers. Here also were erected at various times, four other forts around which gathered the most interesting events connected with the North-West: Fort Gibraltar, in 1806, erected by the North-Westerners of Montreal; Fort Douglas, by the Hudson's Bay Company; Old Fort Garry, and later a more elaborate structure, new Fort Garry, erected in 1853. Not far from this latter fort was erected in 1860 the first house of Winnipeg.

Time came when the dominating hand of the big fur-trading company was stayed and the land of the

bison and beaver became the abode of communities of men. Pioneers found their way from every corner of the vast interior plain and from beyond the seas, and camped with their settler's wagons in the shadow of Fort Garry. Western Canada, the great land of promise that was hidden from the knowledge and industry of mankind for two centuries, was at last started on the road to progress.

ANNALS

Hudson's Bay Company incorporated 1670.

La Verendrye's son sees Rocky Mountains from Missouri River, 1742.

Scoto—French traders from Montreal visited Lake Winnipeg, 1766.

North-West Company founded 1783.

Lord Selkirk's emigration scheme discussed, 1802.

First expedition of Selkirk settlers reached York Factory, 1811.

First expedition of 70 Selkirk settlers reached Fort Forks, Red and Assiniboine Rivers, 1812.

Second party of 20 Selkirk settlers reached Red River settlement, 1813.

Third party of 93 Selkirk settlers reached Red River settlement, 1814.

Fourth party of 100 Selkirk settlers reached Red River settlement, 1815.

THE BEGINNING OF WINNIPEG

About the time when Napoleon was carrying half a million men through the snows of Russia, a Scotch nobleman of somewhat eccentric habits conceived the idea of planting a colony of his countrymen in the very heart of the vast continent of North America. It was by no means an original idea that entered into the brain of Lord Selkirk; other British Lords had tried in earlier centuries the same experiment. But Lord Selkirk's experiment was different from those that had preceded it. Instead of holding to the coast line of the Atlantic, he boldly penetrated into the



EARLY FUR TRADERS



AN ORIGINAL SETTLER

very centre of the continent by way of Hudson's Bay, establishing on the great Red River of the North the foundation settlement of Manitoba.

In August, 1812, Selkirk's representative, Miles McDonald, arrived with the first party of settlers from Scotland and Ireland and located on the banks of the Red River just below where Winnipeg stands to-day. In 1813, a second lot of settlers arrived and a third contingent in 1815. Facing the severest kind of hardships in providing a living for themselves, and meeting strong opposition from the two dominating traders, the North-West and the Hudson's Bay Companies, the settlers held tenaciously to their possessions until after the skirmish of Seven Oaks. In this memorable culmination of a long-fought trade rivalry many of their numbers were shot down, the North-West Company was amalgamated with the Hudson's Bay Company, and the settlers were at last able to reap the fruits of their labors.

The progress of the little colony from that time was gradual and sure. Its numbers were constantly increased by the retired servants of the Hudson's Bay Company, who selected it as a place of settlement when their period of active service had expired. Thither came the voyager and traders to spend the winter of their lives in the little world of Assiniboia. Thus the Lord Selkirk settlement grew and flourished, caring little for the outside world.

After 200 years of supreme rule of the Hudson's Bay Company in the West, arrangements were later made for Rupertsland and the Indian territory to come into the possession of the crown, on payment of a million and a half dollars to the Hudson's Bay Company. But when surveyors commenced operations mapping out land for the government, strong and persistent opposition was shown by the French Metis. After forcibly expelling Governor McDougall, who was sent to assume charge of the opening up of the new settlement, the French Malcontents assembling in large numbers, took possession of the highways leading to the settlement. Thus commenced



INTERIOR OF "FORT GARRY"

under the vainglorious leadership of Louis Riel, a rebellion full of cruelties and robberies, a blot upon the history of this country.

Riel, with a ministry nominated from among his followers, with all the vainglorious, pomp characteristic of the man, seized Fort Garry, the headquarters of the Hudson's Bay Company. Drunk with the lust of conquest, he thought it necessary to take the life of a man, in order to prove that he was in earnest and thinking to strike terror into the English-speaking portion of the community, which although not actually opposed to him, was still inimical to his sway. From amongst his many victims kept ironed in his prison, he selected a man named Scott, a man too loyal to the Queen to suit Riel's taste. Scott was arraigned before a mock court-martial, the French language being used, although the prisoner could speak no French. He was condemned to death and shot.

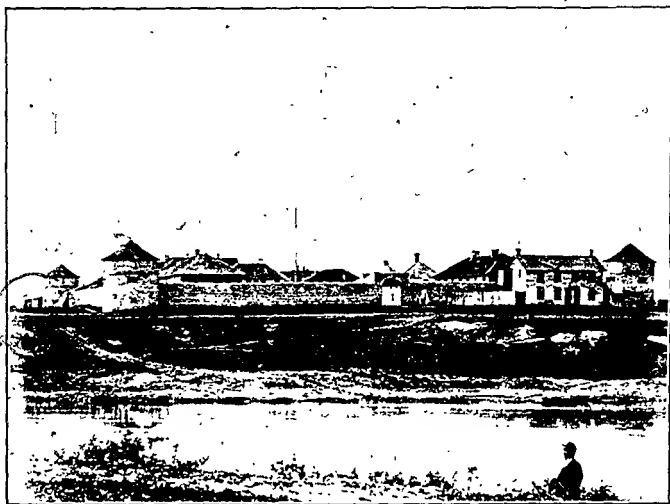
The murder of Scott caused a cry of execration to resound throughout the English districts of Canada, until the Imperial Government consented to co-operate in sending a military expedition to the Red River Settlement, under Colonel Garnett Wolseley.

On the morning of the 22nd of August, 1870, Col. Wolseley, at the head of the 60th Rifles, entered Fort Garry. Riel, the head and front of the Red River Rebellion—the "President," the "little Napoleon," had fled a few minutes before, running like a whipped hound to Pembina, shoeless and crazed with fear.

This was the closing scene of the Red River Rebellion and marked the commencement of the most remarkable example of city building on this continent. The arrival of the troops infused confidence among the people of Fort Garry, trade revived; money became plentiful. Fort Garry was the point of exchange between the traders and hunters of the plains. Determined to make full use of Fort Garry as a trade centre, free traders flocked around the Fort, snatching every chance of trade which

came within their reach and establishing within a stone's throw of the handful of buildings which later developed into the City of Winnipeg.

Stepping out boldly, conscious of the fact that it would some day command the backing of a thousand miles of fertile prairie—the home of coming millions—the village grew through sheer determination to push forward. Even with the inadequate facilities for comfort there was scarcely such a thing heard of as



FORT GARRY

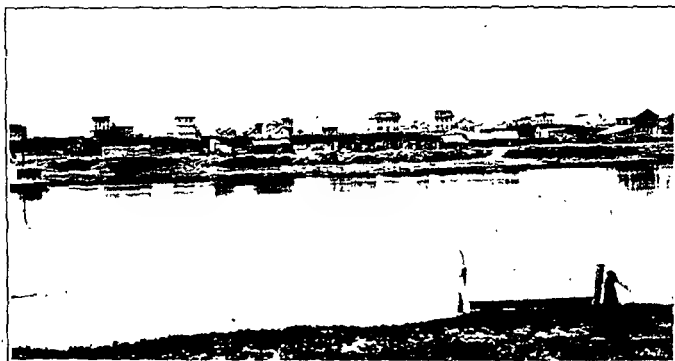
"hard times" in 1870—people were tolerably happy, victorious and contented. Winnipeg, from that time has been the theatre of great hopes and sanguine anticipations. In the years of its growth it has been the scene of strong and well-directed efforts in the establishment of educational and religious influences in the Canadian West—the court of example of industry, enterprise, culture and reputation.

A census in 1871 showed Manitoba's population divided as follows:

French halfbreeds.....	5,757
English halfbreeds.....	4,083
Whites.....	1,565
Indians.....	558

Total.....11,963

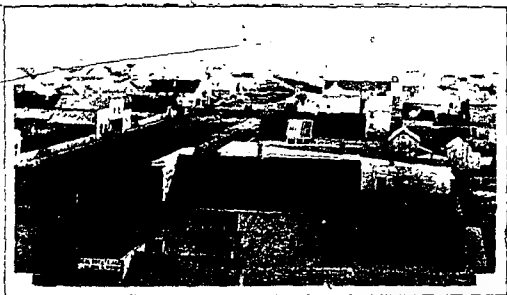
Winnipeg's population at this time was about 215 souls. Communication was by Red River cart overland to St. Paul. No regular stage route was established, mail came once a week. There was no bank,



VIEW OF WINNIPEG FROM ST. BONIFACE IN 1872

no post office, in Winnipeg at this time, no lawyer, one doctor, one church, one little newspaper, one policeman, and about twenty buildings. The only currency in existence was Hudson's Bay Company notes of £5, £1, 5s and 1s. With the later establishment of a steamboat service, on the Red River, Winnipeg possessed better communication with the outside world and became of greater importance as the "Gateway of the North-West."

In 1873, Winnipeg was incorporated as a city with a population of 1800. It took many years for the people of the United States, and strangely,



WINNIPEG IN THE EARLY '70s

enough for the people of Eastern Canada to realize that Western Canada was rich in possibilities. But with the recognition of its merits, hundreds of thousands flocked into the West until new cities and new towns sprang up in a remarkably short time, and the pioneer settlements steadily forged ahead.

Once started on its way, the growth of Winnipeg has been one of the marvels of the past half century. Winnipeg is lauded throughout the continent to-day as the Chicago of Canada—the Gateway to the fastest growing agricultural territory in the North Temperate Zone. For west of the Great Lakes, Greater Canada begins, and the vast interior plains stretching northward for 2,000 miles from the United States boundary is now known as the "World's Greatest Granary."

No greater feat has been performed in a century than the peopling of the vast inland Empire of Canada—the Canadian Northwest. Throughout the creation of this new Canadian empire from royal material of the United States and the British Isles, Winnipeg has stood in the very pathway of travel and has taken a full measure of benefit from her unique geographical situation.

GEOGRAPHICAL SITUATION OF MUCH BENEFIT

Canadian history had demonstrated repeatedly that the confluence of two navigable rivers is of necessity a point of importance. Winnipeg occupies such a place, for here the Assiniboine, having already run a course of about 500 miles, unites with the renowned Red of the North. Sixty miles to the south is the international boundary between United States and Canada; 35 miles to the north is the south end of Lake Winnipeg which stretches away toward the Pole about 250 miles further.

Thus is formed a huge barrier to railways, with the one really suitable entrance to the West. Thus the record of railroad building in Western Canada has proven that all lines from the ports and factories of the East must pass through Winnipeg. It is absolutely essential that, until the Hudson's Bay



KNOX CHURCH IN THREE STAGES OF DEVELOPMENT



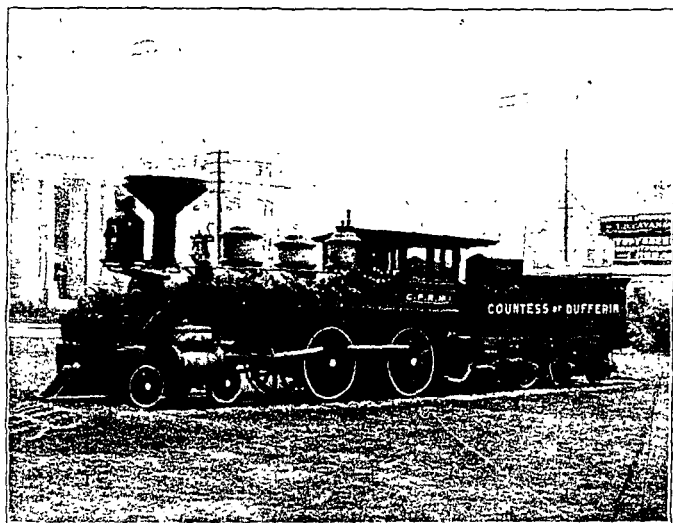
WINNIPEG'S EARLY WATER SUPPLY

road is an accomplished and successful fact, all the exports and imports of at least half a million square miles of territory will pass through Winnipeg. Whatever happens further West, Winnipeg is, and will continue to be, the "Gateway." To-day glittering belts of steel not only unite Winnipeg with the equidistant oceans, but extend like helping hands far out upon the fertile prairies to open up the country and assist steadily increasing settlers; to market products through the Eastern and Western ports and to spread the output of Winnipeg's factories, which grow yearly in gigantic strides.

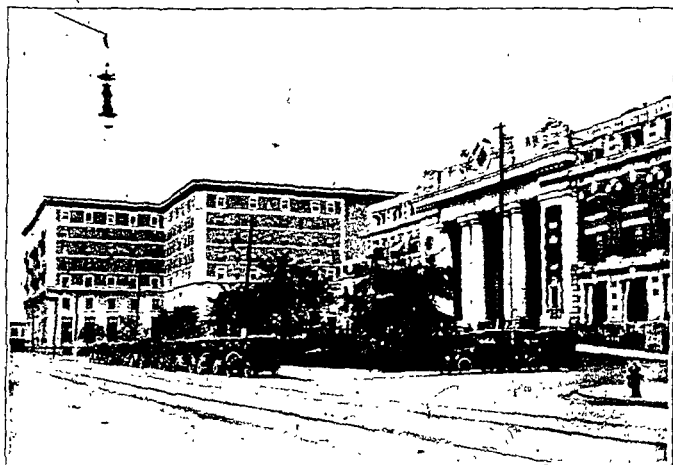
GREAT TRANSPORTATION CENTRE

Inadequate transportation hampered the growth of Winnipeg in the early period of its existence to a very great extent. With early river transportation monopolized by the big fur trading company, the free traders of Fort Garry in 1870 were obliged to carry goods by ox-cart from St. Cloud, Minn., a distance of several hundred miles, Spring and Fall trains of carts trailing across the country. At first the settlers were entirely dependent upon the annual trek of Red River carts across the plains to the distributing points. Then came the steamboats up the river from the south and later the C.P.R. on October 8th, 1877, landed the first locomotive and six flat cars west of the Red River, marking a new era of transportation in the West. In 1881, the first C.P.R. rails were laid west of Winnipeg. From this beginning the C.P.R. has developed into the greatest individually-owned railroad in the world. Their yards at Winnipeg to-day, the largest in the world owned by one company, have been made necessary by the enormous tonnage handled both from the East and West—the products of the agricultural West, the cattle, lumber, fish, coal, etc., on the one hand, and the products from the ports and the factories of the East on the other hand.

With the later addition of the Canadian National and the Great Northern Railways, Winnipeg has



FIRST C.P.R. ENGINE IN THE WEST



C.P.R. STATION AND HOTEL

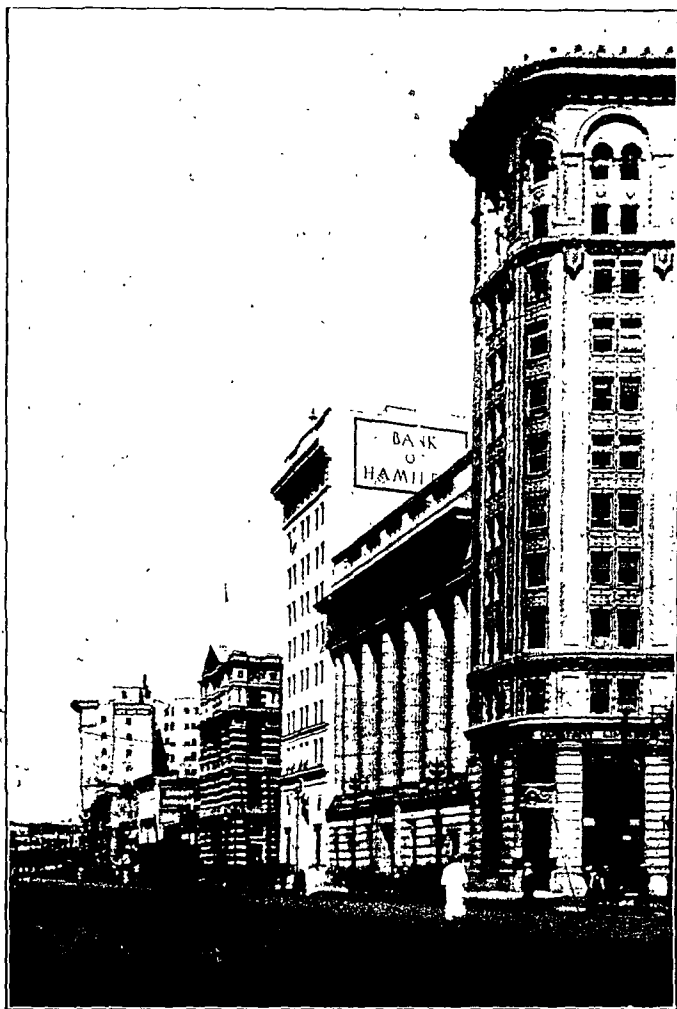
become the railroad centre of Western Canada, and for all round transportation facilities both in and out of the city, is not excelled in the Dominion. Hundreds of miles of private and public siding have been built within the city area, while branch lines to-day radiate from the city in all directions.

In the days to come, Winnipeg's importance as the trade pivot of the Canadian West will be increased ten fold. For, with the eventful completion of the Hudson's Bay road to Port Nelson, on the Hudson's Bay, Winnipeg will become the most important inland city handling ocean traffic. When this line is completed and traffic begins to flow by way of the great bay, the distance between Winnipeg and Liverpool will be shortened by 840 miles, as compared with the present C.P.R. road, by way of the East, through Ontario. From Winnipeg to Port Nelson is 660 miles, only 60 miles of the road remaining to be completed.

A BANKING CENTRE

At the time of the Riel Rebellion, the Hudson's Bay Co. were the only bankers in the Red River Settlement. In 1872, Winnipeg's first bank was opened by Mr. Alex. McMicken. This institution was established at the corner of Fort Street and Portage Avenue, and still stands not far from its original site. The first chartered bank in Winnipeg was the Merchants, opened in December, 1872, opposite the old post office on Main Street, corner of McDermot Avenue.

The growth of Winnipeg's banking system since the early days has been remarkable. Statistics of the Winnipeg clearing house clearly demonstrates the important position held by this city as a banking and financial centre—third in Canada. Winnipeg entered the billion dollar class as a banking centre in 1911. Her clearings to-day are equivalent to the combined clearings of the ten next highest cities. Winnipeg by every right is called the financial centre of the Canadian West. No better proof of the city's growth



BANKING CENTRE—MAIN STREET

and prosperity can be given than a statement of clearings. Winnipeg's banking institutions are to-day the pride of her citizens and rank well up with those of other leading cities on this continent.

CHARTERED BANKS IN WINNIPEG

Name of Bank	Opened in Winnipeg	Capital Stock		Reserve
		Subscribed	Paid Up	
Bank of Montreal	1877	\$20,000,000	\$20,000,000	\$20,000,000
Bank of Nova Scotia	1882	9,700,000	9,700,000	18,000,000
Bank of Toronto	1905	5,000,000	5,000,000	6,000,000
Molson's Bank	1891	4,000,000	4,000,000	5,000,000
Merchants Bank of Canada	1872	8,400,000	8,372,950	7,000,000
Union Bank of Canada	1882	8,000,000	7,988,100	5,600,000
Canadian Bank of Commerce	1893	15,000,000	15,000,000	15,000,000
Royal Bank of Canada	1906	17,000,000	17,000,000	17,000,000
Dominion Bank	1897	6,000,000	6,000,000	7,000,000
Bank of Hamilton	1896	4,000,000	3,999,970	3,999,985
Standard Bank of Canada	1909	3,500,000	3,500,000	4,500,000
Banque d'Hochelega	1892	4,000,000	4,000,000	3,900,000
Imperial Bank of Canada	1881	7,000,000	7,000,000	7,500,000
Home Bank of Canada	1906	2,000,000	1,958,967	400,000
Sterling Bank of Canada	1910	1,266,600	1,227,742	400,000

BANK CLEARINGS

Statements of clearings for ten years:

1910	\$ 953,416,281
1911	1,172,762,142
1912	1,537,817,524
1913	1,634,977,237
1914	1,370,960,806
1915	1,530,683,124
1916	2,061,795,257
1917	2,622,924,702
1918	2,362,734,211
1919	2,316,724,063

Comparison, 1919:

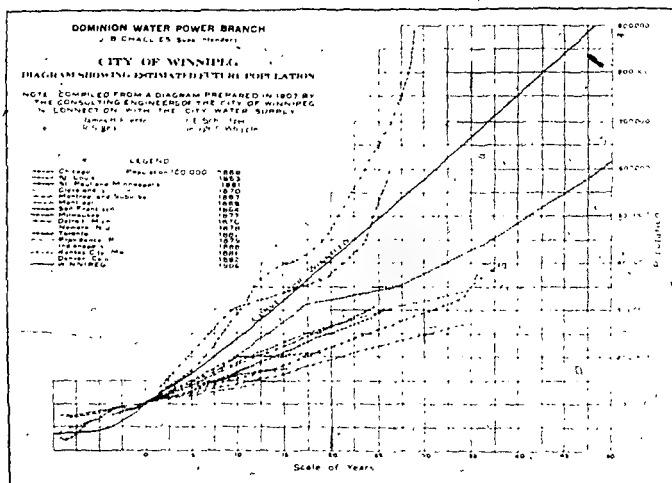
Montreal	\$6,254,781,093
Toronto	4,251,644,303
Winnipeg	2,316,724,063
Vancouver	655,913,205



MODERN BANKING INSTITUTIONS

REMARKABLE POPULATION GROWTH

Winnipeg is frequently referred to as the Chicago of Canada, and there is every reason for comparing the two, for Winnipeg and Chicago have very much in common in regard to geographical situation. Winnipeg gives every promise of duplicating Chicago's remarkable growth during the past quarter century. The fact is, Winnipeg exceeded Chicago's growth up to the 150,000 mark. Comparisons of eminent engineers prove that this city's population is keeping pace with the growth of cities of similar size in the



POPULATION GROWTH

United States. The estimates of Winnipeg's future population are recorded on the chart shown above, prepared during the construction of Winnipeg's municipal power plant, as a means of estimating the future power requirements.

Winnipeg's population figures up to the time of the war tell a graphic story in themselves and prove without comment the substantial and sturdy growth of the city. There is every reason to believe that Winnipeg's future growth will far surpass that of the past quarter century.

PROPERTY VALUES RAPIDLY INCREASE

Strange tales have come down through the years regarding early sales of land in Winnipeg. In the early seventies we hear of land in the very heart of the City disposed of for a trivial consideration; of a town lot sold for an ox and cart; of an acre of land, where today stand the C.P.R. freight sheds, sold for a spaniel dog; of the property adjoining the present McArthur Building, at the corner of Portage Avenue and Main Street, being sold for \$500, a team of horses and a buggy. In 1879 the corner of Logan Avenue and Main Street, 66x165 feet, was for sale at \$160, on easy terms; and the three adjoining lots at \$100 each.

In those days the business section of Winnipeg was mostly east of Main Street, on Notre Dame Avenue, Portage Avenue, and Bannatyne Avenue. A creek ran alongside the present site of the City Hall and crossed Main Street in front of where the Union Bank Building now stands. Immediately behind the City Hall was a large potato patch. At the southwest corner of Portage Avenue and Hargrave Streets, an Englishman had several underground potato pits and carried on a flourishing business.

Portage Avenue, Lombard Street, McDermot and Bannatyne, east of Main Street to the Red River, was the residential section of the City at that time.

Winnipeg's growth from those days is fairly well known to the world, for the name "Winnipeg" has become almost a household word in England and in the years that followed became better known than the Province of which it is the capital.

The remarkable increase in population and building figures during those years and the pictured story of Winnipeg's development on these pages, tells of progress that is nothing short of amazing. In no way can the progress of a City be better traced than by statistics.

Population (Wpg. proper)	Property values	Post Office Revenue
1870 215	1898 \$ 22,851,700	1910 \$ 806,000
1874 1,869	1900 23,519,520	1911 972,530
1885 19,574	1902 28,615,810	1912 1,017,000
1898 39,384	1904 48,214,950	1913 1,227,258
1902 48,411	1906 80,511,725	1914 1,250,000
1904 67,262	1908 116,106,390	1915 1,752,587
1906 101,057	1910 157,608,220	1916 2,198,220
1908 118,252	1912 214,360,440	1917 2,400,276
1910 132,720	1914 280,791,340	1918 2,363,012
1912 166,553	1916 278,732,370	1919 2,443,207
*1914 203,255	1918 252,528,800	
*1916 201,981	1919 236,023,520	
*1918 183,595		
1919 186,378		

*War Period.

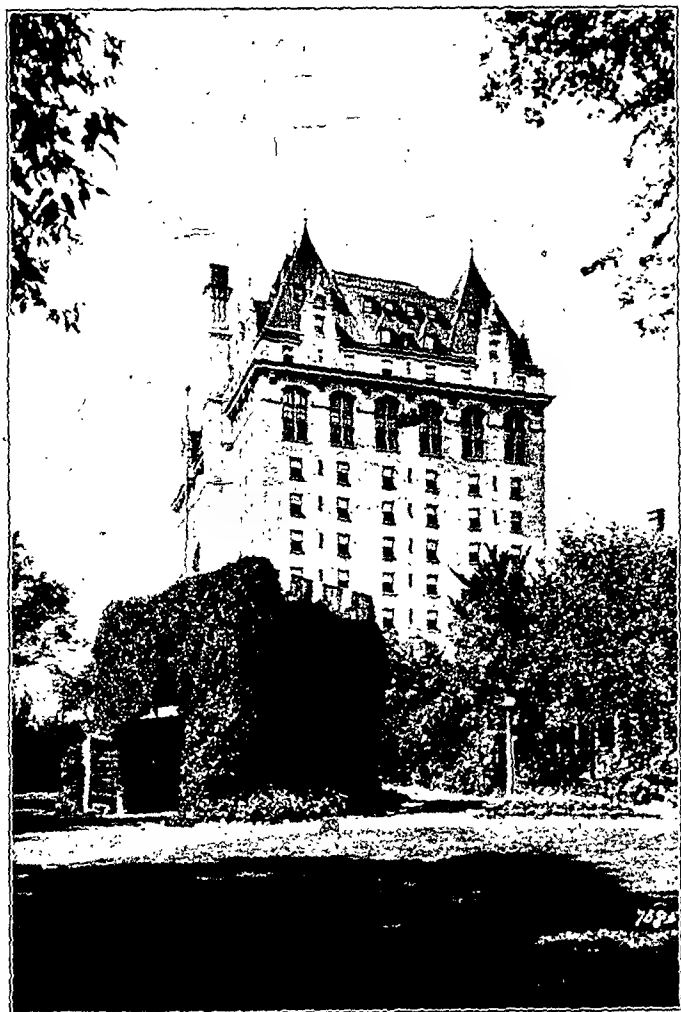
Customs Statistics	Inland Revenue Collections
1911-12 \$ 8,077,013.29	1910 \$1,037,669.00
1912-13 11,095,619.91	1911 1,167,760.39
1913-14 9,215,345.83	1912 1,349,216.23
1914-15 6,066,023.06	1913 1,354,318.14
1915-16 6,570,105.86	1914 1,018,018.11
1916-17 9,519,396.66	1915 1,088,489.79
1917-18 10,156,949.43	1916 1,082,213.81
1918-19 10,479,339.70	1917 1,725,236.50
	1919 1,306,142.18

During the year 1919, the citizens of Winnipeg paid over \$8,800,000 in taxes. With the exception only of the City of Montreal, Winnipeg's tax rate is the lowest in Canada.

WINNIPEG IS BEAUTIFUL FOR SITUATION

Like Jerusalem of old, Winnipeg is "beautiful for situation," for its location at the juncture of two splendid rivers, the broad blossomed Red and the winding Assiniboine, fairly steep and thickly wooded with elms as fine as any in Oxford or Cambridge, presents a rare treat to the eye of the traveller expecting to find in Winnipeg the usual barren flatness of the prairies.

Historically, Winnipeg is one of the most romantic of places for the tourist. It is like turning back the



FORT GARRY HOTEL AND OLD GATEWAY

pages of history to stroll from one to another of the remnants of the past, ranking from an historical point of view, with any city of the western world.

Fort Garry, with its little park, is possibly one of the oldest historical relics in the West. Lower Fort Garry, too, ranks with many an old fort of Britain, France or Spain. The first lime and stone building constructed in Western Canada, it is today an everlasting monument to the courage and determination of the Scotch settlers responsible for its erection.

St. Norbert, with its quaint old ferry, and, hidden in a forest of maples and oaks, the Trappist Monastery; pretty walks, a touch of old Quebec, the home in bygone days of St. Norbert's early settlers. Crossing the river at St. Norbert one may travel City-wards again through the old City of St. Boniface. St. Boniface! with its turrets twain, immortalized in Whittier's poem; "The Red River Voyager."

*"The bells of the Holy City
That call from their turrets twain,
To the boatman on the river,
To the hunter on the plain."*

Winnipeg presents to the visitor from the East a complete contrast to previous conception of what the "Prairie City" was thought to be. Winnipeg is a City with plenty of room. With natural parks, both upon the banks of the Red and the Assiniboine, Kildonan Park on the north and Assiniboine Park on the southwest.

Winnipeg's railroad stations are palatial, banks and office buildings a credit to any city of like size on the continent. Wide streets, though possibly not conforming to the ethics of modern town planning, bear evidence of the vision which the founders had of Winnipeg's future. Portage Avenue and Main Street are not exceeded in width by any other streets on the American continent. Churches, apartment houses, residences, all proclaim Winnipeg as a City up to the minute in modern city building, a fact which speaks volumes for a City which has sprung up so rapidly.



RIVER SCENES AROUND WINNIPEG

WINNIPEG, A CITY OF SUNSHINE

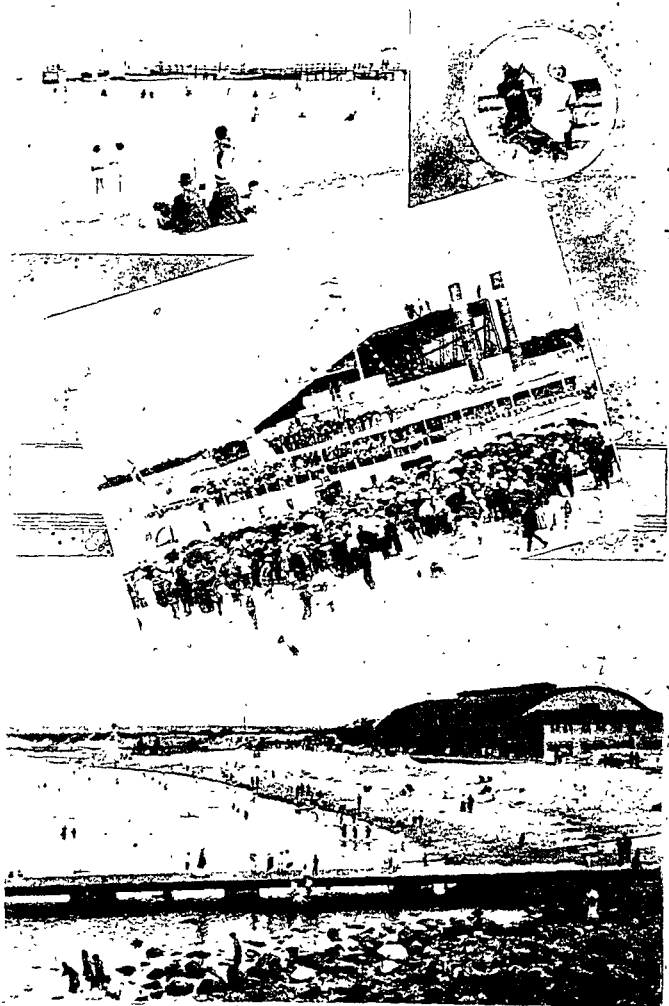
The Duke of Wellington once said that for six months of the year the English climate was the best in the world, and that during the other six months he knew of none better. Sir Wilfred Laurier has said that "The climate of Canada is the glory of Canada." The clear, brisk air of Western Canada has ever had a far-reaching influence upon the people. It is the climate of the West that makes No. 1 Hard the world standard wheat. For an average of seven months of the year, Winnipeg has 221 hours of sunshine monthly, as compared with 198 hours in London, England, or an average of $7\frac{1}{2}$ hours of sunshine daily, as compared with six hours in London.

The average lowest and highest temperature for 12 years in Winnipeg offers a very interesting comparison with the London temperatures for the same period:

	Highest	Lowest	Winnipeg	London Eng.
January	17.4°	-17.3	-1.6	37
February	18.5	-17.4	-9.1	39
March	27.3	-9.8	12.0	41
April	64.1	25.0	41.1	46
May	74.1	37.8	54.3	53
June	81.3	46.1	61.5	60
July	80.0	51.6	66.1	62
August	79.3	48.0	63.1	61
September	76.3	38.4	53.9	56
October	57.5	26.1	41.5	50
November	42.3	-1.7	18.8	43
December	20.5	-6.4	7.8	39

—Signifies below zero.

The hottest day ever reported in Winnipeg was on June 23, 1900, when the temperature reached 100.5 degrees. The coldest day was December 24, 1870, when the thermometer reached 58.5 degrees below zero. On only five occasions since 1900 has the temperature gone below 40 degrees below zero.



AT THE BEACH—LAKE WINNIPEG
STEAMBOAT ON RED RIVER

The average temperature and rainfall for the Summer, 1919, is shown in the following table:

	May	June	July	Aug.	Sept.
Average temperature	57 7	67 9	69	65 8	56
Rainfall in inches.	1 90	4 95	3 93	3 15	13 24

Temperature and snowfall in the winter season 1918-1919 follows:

	Nov.	Dec.	Jan.	Feb.	March
Av. Temp., 1917-18	32 9	3 7	5 2	2 0	29 2
Av. Temp., 1918-19	30 3	13 3	11 0	4 0	15 2
Snowfall (ins.) 1917-18	2 2	5 9	8 1	5 9	9 1
Snowfall (ins.) 1918-19	30 3	13 1	1 8	4 5	16 3

Note.—Ten inches of snow is equivalent to one inch of rain.

WINNIPEG FAST BECOMING MANUFACTURING CENTRE OF NATIONAL IMPORTANCE.

When it is considered how recently Winnipeg entered the field as a manufacturing City and that it is only since 1911 that cheap power has been available, her progress is nothing short of remarkable. At the present time the position of Winnipeg as a manufacturing centre compares very favorably with industrial cities of smaller size in the United States and with the principal manufacturing cities in Canada.

MANUFACTURING DATA OF CANADIAN AND UNITED STATES CITIES. COMPARISONS WITH WINNIPEG.

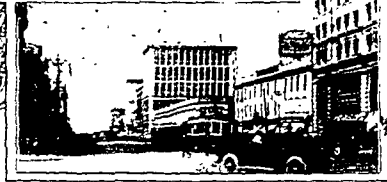
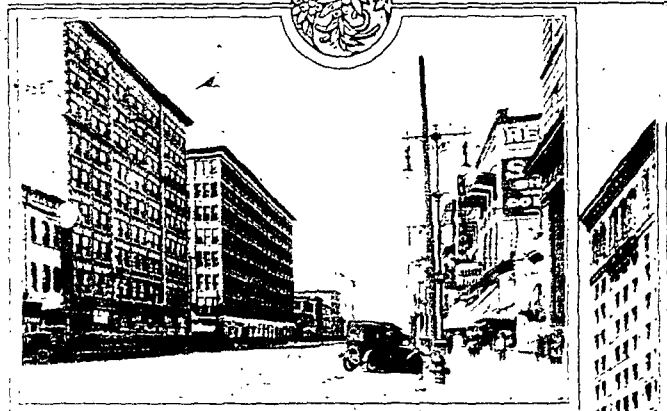
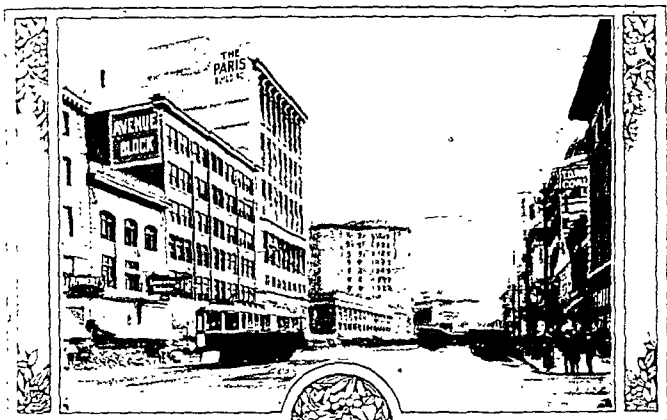
From United States Census of Manufacturers, 1910. Includes manufacture of gas, light and heat.

Cities	Population 1910	Number of In- dustries	Capital Invested	Persons engaged in Industries	Salaries and Wages	Value of product per annum
Cincinnati.....	361,500	2,181	\$150,251,000	72,188	\$43,860,000	\$191,516,000
Indianapolis.....	233,700	855	75,197,000	37,929	23,051,000	126,522,000
Jersey City.....	267,800	745	79,791,000	30,239	18,265,000	128,775,000
Louisville.....	223,900	983	79,137,000	32,397	17,993,000	101,181,000
Minneapolis.....	341,100	1,102	90,882,000	33,923	21,905,000	165,405,000
Newark.....	317,500	1,858	151,233,000	60,986	11,853,000	202,511,000
New Orleans.....	299,100	818	56,931,000	20,938	11,260,000	78,791,000
Providence.....	224,300	1,080	118,512,000	51,667	30,099,000	120,211,000
Rochester.....	218,100	1,293	95,708,000	16,617	29,252,000	112,676,000
Average.....	280,033	1,108	100,194,555	11,020	26,727,555	136,747,111
Greater Winnipeg 1915.....	276,177	177	72,369,560	23,097	17,363,559	91,142,232

MANUFACTURING DATA OF EASTERN CANADIAN CITIES

Dominion Census Report, 1911. Includes manufacturers of gas, light and heat and manufacturers of electric light and power.

Montreal.....	470,480	1,701	132,475,800	67,841	\$31,270,835	\$166,206,972
Toronto.....	376,538	1,100	115,749,500	65,271	36,061,815	151,306,948
Ottawa and Hull.....	105,281	231	29,879,178	12,130	6,028,501	28,183,632
Hamilton.....	81,969	361	58,013,800	21,119	11,600,898	55,125,916
Average.....	258,570	701	91,512,019	41,603	21,991,262	100,978,374
Greater Winnipeg, 1915.....	276,177	179	73,958,676	23,257	17,503,717	91,103,317



SCENES ON PORTAGE AVENUE

Manufacturing data of American cities who have been in the manufacturing field for many years as compared with Winnipeg, proves the remarkable forward strides which Winnipeg has made in recent years. Taking nine cities, Cincinnati, Indianapolis, Jersey City, Louisville, Minneapolis, Newark, New Orleans, Providence and Rochester, with an average population of 280,033, and estimating Greater Winnipeg's population at 276,000, the appended statistics form an interesting comparison:

COMPARISON OF MANUFACTURING DATA FOR UNITED STATES AND CANADIAN CITIES.

	Average of Nine United States Cities	Average of Four Canadian Cities	Greater Winnipeg on Dominion Census Basis
Population	280,000	258,570	276,177
Capital invested	\$100,191,600	\$ 91,512,019	\$ 73,958,676
Industries or establishments	1,198	701	179
Persons engaged in industry	44,020	41,603	23,257
Salaries and wages	26,727,600	21,991,262	17,503,717
Value of product	136,717,100	100,978,371	94,103,317
Primary horse-power installed	58,431		82,673

CONSERVATIVE POLICY IN ATTRACTING NEW INDUSTRIES

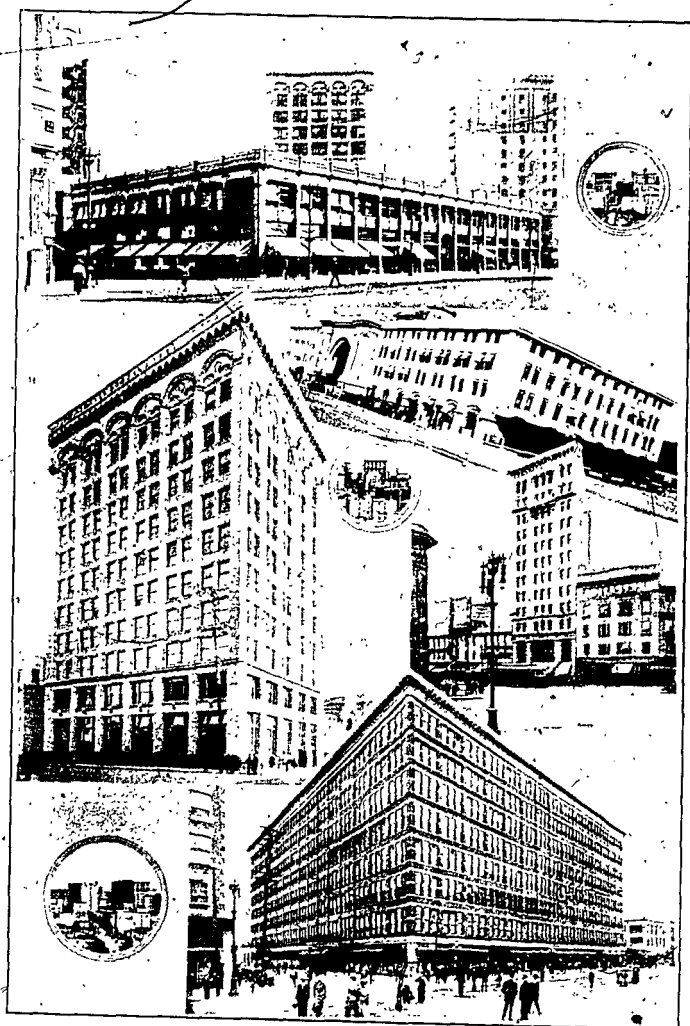
In attracting new industries to Winnipeg, it has been the policy from the outset to solicit only those industries that would be most adapted to the resources and facilities of the Winnipeg district. Particular emphasis has been laid on those for whom there are raw materials available, or for whose product there would be a ready market in this field.

No free sites, bonuses, remission of taxes, or the like have been offered manufacturers to establish at Winnipeg. "Smokeless chimneys do not give a city a good name," the Industrial Development Committee believe, and so conservatism characterized the efforts of the industrial building of Winnipeg. From results thus far, it would appear that they were not far wrong in their judgment, for Winnipeg has built solidly and well, the foundation for a great industrial centre.

Following is a partial list of industries doing business in Winnipeg. There are probably 100 additional establishments not coming under the Factories Act, making a total industrial army of approximately 32,000. With this list is incorporated an additional list of factories in the Province of Manitoba, the products of which to a great extent are marketed through the City of Winnipeg:

	No. of firms	No. of employees	
		Males	Females
Abattoirs and packing houses	12	1019	150
Breweries and bottling works	11	398	35
Creameries	9	419	20
Cleaning and dyeing establishments	20	72	30
Furniture manufacture (includ. caskets, beds, etc.)	4	213	175
Flour and chopping mills and grain elevators	15	498	7
Food products (miscellaneous)	23	242	358
Garages and motor repair shops	39	397	22
Garment mfr. (including furriers, dress-making, etc.)	83	395	728
Laundries (steam)	19	149	408
Metal working	97	7097	111
Printing, lithographing, etc	87	1516	80
Stone, marble and glass manufacturers	14	152	27
Wood working	48	670	26
Wood and metal working	24	550	28
Inks and polishes	4	25	3
Paper box	4	44	133
Stables	4	24	...
Power houses	16	188	...
Water works	6	38	...
Brick plants	5	104	...
Ice storage and manufacturers	2	85	...
Gas works (various gases)	6	168	2
Paint shops	9	40	3
Vulcanizing	9	45	1
Auto top makers	3	14	10
Envelope and stationery factories	2	11	51
Tanning Mills	2	30	1
Drug and sanitary supplies	17	77	148
Soap factories	2	68	22
Bag factories	4	82	276
Asphalt and paving plants	2	35	...

	No. of firms	No. of employees	
		Males	Females
Sand, gravel and crushed stone	2	10	
Pennant and regalia	2	2	5
Leather goods	10	86	9
Tents and awnings	4	17	63
Sporting goods and barbers' supplies	2	15	7
Storage battery manufacturers	7	33	5
Paint and linseed oil	4	86	14
Broom factories	5	29	2
Junk	4	19	6
Oil works	6	62	2
Artificial limbs	1	5	
Refrigeration and cold storage	3	39	
Optical goods	1	25	27
Upholstering and carpet sewing and cleaning	6	31	11
Photo finishing	2	6	54
Picture framing	3	13	1
Round houses	4	123	
Trunk and suit cases	2	10	2
Surgical and surveyors' instruments and supplies	2	7	7
Glove factories	2	31	83
Bicycle and typewriter repairs	10	52	11
Engraver	1	2	
Dental goods laboratory	1	4	2
Seed packing	1	20	8
Doll factory	1	10	
Press roller factory	1	5	



UNION STATION—ELECTRIC RAILWAY BUILDING
EATON'S STORE—CURRY BUILDING
McARTHUR BLOCK

INDUSTRIAL PLANTS OUTSIDE OF WINNIPEG AND DISTRICT

	No. of firms	No. of employees	
		Male	Female
Creameries and cheese factories	16	30	3
Electric and acetylene light plants	15	52	2
Flour and chopping mills	27	188	2
Garages and motor repair shops	42	102	
Grain elevators	27	50	
Printers and publishers	26	89	18
Metal working	39	592	
Wood working	25	358	1
Wood and metal working	5	15	
Cement works	1	15	
Water works and pumping stations	6	13	4
Saddlery manufacture	1	24	1
Bakeries	9	31	6
Breweries and bottling works	5	36	1
Cigar factories	3	4	20
Marble works	2	10	
Dye works	1	2	
Laundries	5	13	39
Tanneries	1	2	2
Rock crushers	2	62	
Brick plants	5	33	
Lime plants	1	14	
Rice mills	1	1	

The most recent industrial survey of Canada was made by the Dominion Government in 1915. At that time the twenty most important industries in Manitoba in point of value of output were as follows:

1. Flour and grist mill products 14,487,398
2. Slaughtering and meat packing 6,236,236
3. Butter and Cheese 2,905,648
4. Bags, cotton 2,750,623
5. Electric light and power 2,335,911
6. Lumber products 1,818,567
7. Bread, biscuits and confectionery 1,816,671
8. Printing and publishing 1,785,001
9. Liquors, malt 1,663,905
10. Coffees and spices 1,704,424
11. Foundry and machine shop products 1,493,567
12. Furnishing goods, men's 1,147,456

13.	Printing and bookbinding	1,088,434
14.	Plumbing and tinsmithing	1,082,469
15.	Dyeing and cleaning	749,644
16.	Harness and saddlery	636,826
17.	Mattresses and beds	575,442
18.	Clothing, men's, custom	473,549
19.	Brass castings	444,328
20.	Log products	420,815

PLENTY OF RAW MATERIAL FOR MANUFACTURING PURPOSES.

The richest of all raw materials found in the Winnipeg district are the standard grains which yearly pour through from the agricultural west, finding their way to the Eastern granaries or to the mills of Winnipeg.

As long ago as 1865, Viscount Milton made the prophecy that the Red River country, with its unsurpassed fertility and abundance of mineral wealth, would at no distant period become one of the most valuable possessions of the British crown. Only in very recent years has the vast mineral wealth of Northern Manitoba been made apparent and the citizens of Winnipeg have come to realize that the City is not only the gateway to a vast agricultural territory but to a mining territory as well.

LIMESTONE.

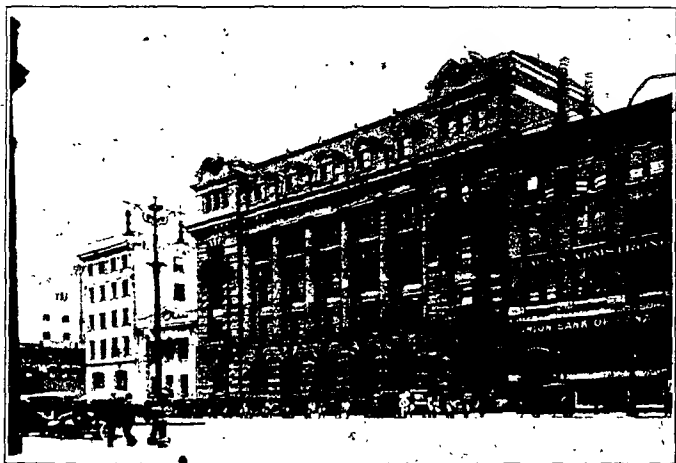
Recent prospecting in the great Northland of Manitoba proves that this district will contribute much raw material for the industrial development of the City.

The Western Provinces of Canada contain a wide variety of clays and shales adapted to the manufacture of fire brick, coke, oven brick, sewer pipe, paving brick, fire-proofing, pressed and common brick, and drain tile. Many of these deposits remain undeveloped, but the growth of the West will no doubt mean very early utilization.

Probably the most important mineral resources that are available for manufacturing purposes are the limestones, gypsum and clays found in the southern part of the Province of Manitoba. Limestones in the

mark on original

vicinity of Winnipeg are more or less magnesium, but some very pure limestones of high calcium content are found in the vicinity of Lakes Winnipegosis and Manitoba. Various beds of Upper Devonian limestones are found in different parts of the Province, chiefly in the region of Swan Lake, Mossy River, Red Deer River, and Point Wilkins. Other samples of limestone much nearer the City of Winnipeg are found at East Selkirk and Tyndall, Tyndall stone being used



GENERAL POST OFFICE

very considerably in building, Stony Mountain, Stonewall and Broad Valley.

GYP SUM

Gypsumville, near Lake St. Martin, is the centre of the gypsum deposits in the Province of Manitoba. The product is found in abundance and is being used more each year in the industries of the West.

CLAYS

The clays of Southern Manitoba form the basis of varied industries. Clay deposits on the north bank of

Swan River are the most useful yet discovered for manufacturing purposes. It is suitable for the manufacture of various shades of buff-face brick and for hollow block for building purposes. It is also suitable for sewer pipe, electric conduits and brick for boiler setting and stove lining.

SANDSTONE AND OTHER RESOURCES

A very pure variety of sandstone is found on Punk Island on Lake Winnipeg, although it crops out at a number of points in the lake.

Fairly pure samples are also found at Swan River. It is a fine-grained quartz sand containing numerous grains and pellets of dark, pasty clay. A partial chemical analysis shows the presence of 96.42 per cent. of silica and 0.17 per cent. of iron, the balance being probably alumina. The low iron content of the sand suggests its use for the manufacture of glass, if the texture of the sand is not too fine for this purpose.

Molybdenite has been found near the C.P.R. in the Falcon Lake district of Eastern Manitoba. The prospects of rich gold deposits in the north are now assured.

Oil shales occur in the hills in the western part of the Province.

The vast resources of pulp timber in Northern Manitoba will contribute to the available materials from which Winnipeg may draw for manufacturing purposes.

Flax at the present time is grown for seed only in the Winnipeg district. Its ultimate manufacture, both into paper and linen would utilize what is at present a waste product.

The manufacture of building paper and boards from straw and poplar pulp would utilise another waste production.

Winnipeg offers exceptional opportunities for tanneries and the consequent manufacture of shoe and leather goods on a large scale, also glue works using the hides and hoofs of cattle.

Starch factories would find here the finest kind of potatoes for their particular use; the prolific crops of potatoes lend themselves also to the manufacture of potato flour. Analysis of the Shoal Lake water proves that it lends itself particularly to the tanning process, owing to its extreme softness.

Within a comparatively short distance from Winnipeg there are vast deposits of iron ore, magnetic, haematite.

At the present time a number of Winnipeg business men are engaged in establishing the production of hemp in the Winnipeg district. Although operations have been begun on a limited scale, there is every promise of the hemp industry becoming an important acquisition to the manufactories of Winnipeg and the Province. The promoters of the industry have the object in view of establishing factories at various points for the manufacture of the many articles produced from the hemp fibre.

CANADA'S GREATEST STOCK-YARDS ARE LOCATED AT WINNIPEG.

The Union Stock Yards at Winnipeg are the largest in Canada and represent an investment of well over a million dollars. The operating company controls more than 200 acres of land on which the yards are situated. Fifty acres are covered at the present time, with modern pens and corrals. More than a thousand pens give accommodation for 10,000 cattle, 6,000 hogs and 4,000 sheep at one time. Capacity of the yards has trebled since 1913.

WHOLESALE CENTRE OF THE WEST.

Winnipeg, it may be safely said, will always be the wholesale centre of Western Canada. Beginning with practically a monopoly of the Western business, her citizens have been farsighted and progressive enough to have built solidly for the future. The gigantic wholesale houses of Winnipeg are the strongest kind of evidence of the permanency of the business. Winnipeg not only acts as a clearing centre for the products

of the Eastern factories, but each year imports vast quantities of materials from other countries, which are in turn relayed to the towns and cities of the prairies.

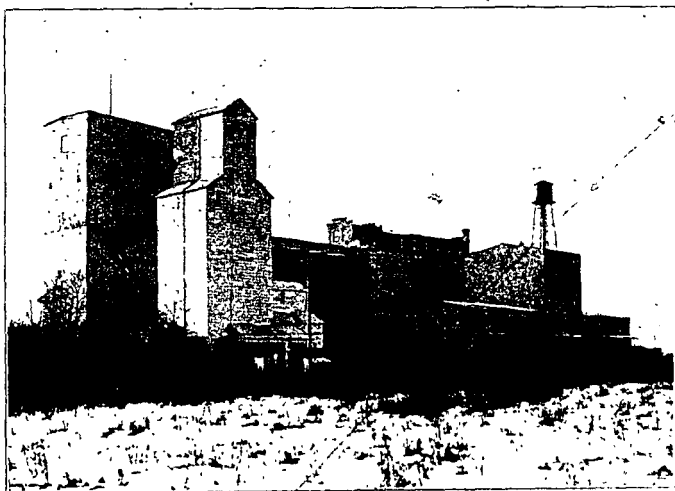
Nearly six million dollars worth of agricultural implements and parts passed through the customs port of Winnipeg during the fiscal year of 1919. During that period there were also imported over four and a quarter million dollars worth of hemp, jute and flax products; a million and a half dollars worth of green fruits; a million dollars worth of clothing; a million dollars worth of silks; over half a million dollars worth of drugs; one-third of a million dollars worth of books; one-third of a million dollars worth of hats and caps; one-quarter of a million dollars worth of boots and shoes; more than one-third of a million of other leather products. Nearly 200,000 dollars worth of wool yarn was imported in the same period.

Exports from the consular district of Winnipeg to the United States during the year 1919 reached the enormous total of \$41,567,156, as compared with \$25,165,611 for the previous 12 months.

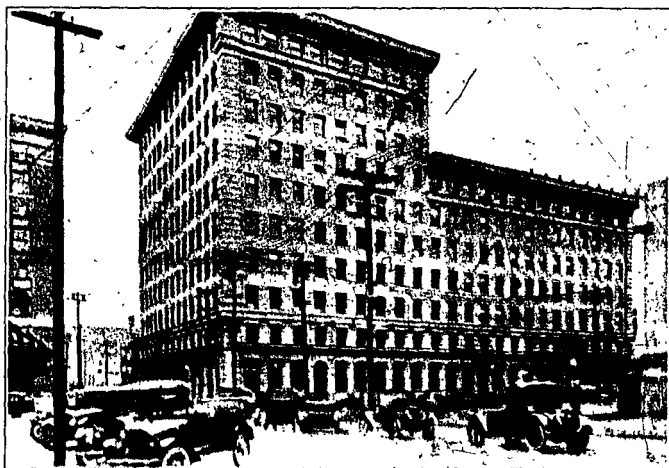
Cattle shipments accounted for seven million dollars of this increase; furs for nearly two million dollars; wheat for three million dollars; and hides for two million, as shown in the following list of leading items:

EXPORTS TO UNITED STATES FROM WINNIPEG CONSULAR DISTRICT.

	1919	1918
Cattle	\$14,004,151	\$7,042,929
Furs	4,246,941	2,547,182
Wheat	4,066,454	485,040
Hides	3,077,489	1,052,745
Lumber	2,920,894	2,846,418
Fish	1,831,378	1,579,431
Butter	1,567,279	288,274
Newspaper print.	1,420,089	1,269,693
Beef	1,362,168	2,152,703
Rye	1,046,907	415,079



GIANT FLOUR MILL IN WINNIPEG DISTRICT



WINNIPEG GRAIN EXCHANGE

Seneca root.....	500,632	195,393
Flax.....	429,002	1,216,258
Pork.....	97,975	33,029
Middlings.....	68,301	1,833
Eggs.....	55,906	88,468
Oats.....	30,705	20,123
Scrap iron.....	29,964	7,923
Olco Stearine.....	17,423	
Screenings.....	140,000	115,000
Rags.....	10,384	
Wheat flour.....	6,903	72,839
Barley.....	6,864	210,203
Oatmeal.....	3,718	14,963

GRAIN EXPORTS

Winnipeg is the greatest primary grain market in the world where actual trading in grain is done. All the grains of the agricultural West are marketed and financed at Winnipeg. Some indication of the enormous quantity of grains handled at Winnipeg each year may be obtained from the following figures for 1919:

ACREAGE UNDER GRAINS IN WESTERN CANADA, 1919:

Wheat.....	15,751,700
Oats.....	9,561,000
Barley.....	2,192,000
Flax.....	1,046,000
Total.....	28,550,700

GRAIN RECEIPTS, 1919 (CALENDAR YEAR)

	Wheat	Oats
Western Inspection, Div. (including Winnipeg).....	118,303,800	46,063,250
Winnipeg (only).....	105,036,975	33,613,200
Minneapolis.....	110,723,690	24,928,040
Chicago.....	76,929,000	88,939,000

SOME FIRST THINGS IN WINNIPEG

The first survey of Main Street for grading was made on May 10, 1871. The street was then 32 feet wide. This was the beginning of street-making in Winnipeg.

The last Fall brigade of Red River carts was sent to St. Cloud in the fall of 1871.

The first customs collector, 1874.

The first regularly gazetted policeman in Manitoba took office October 10, 1870.

The first census in the Province, 1870.

The first Cabinet of Manitoba, June 12, 1871.

The first attempt at a public hospital, January, 1873.

The first Board of Trade established February, 1873.

The first street lamp erected 1873, opposite Davis House, Main Street.

The first brick veneer building erected 1873, as a bank, by A. McMicken.

The first stage arrived in Winnipeg, Monday, September 11, 1871, and thereafter tri-weekly.

First Fire Insurance Co. who did any business of importance in Manitoba began 1871—"Isolated Risk Insurance Co."

First town directory published, 1876.

First water man in Winnipeg was James Irvine. Started 1870.

First shipment of Manitoba wheat direct from Winnipeg to Europe, Wednesday, October 17, 1877. Shipped to Scotland.

First great fire in Winnipeg, December 3, 1873—Parliament Buildings.

First voters' list for elections made up December 1, 1873.

2050 buffalo robes were shipped out of Winnipeg in 1876 by Kew-Stobart & Co.

First shipment of pottery manufactured in Manitoba from Selkirk, in June, 1879.

GLOSSARY

"Winnipeg," a Cree Indian word, originally "Ouinipique." "Win"—murky, "nipi" or "nipy"—water. Later form was Winnipeg or Winnipic, now Winnipeg has become the settled form.

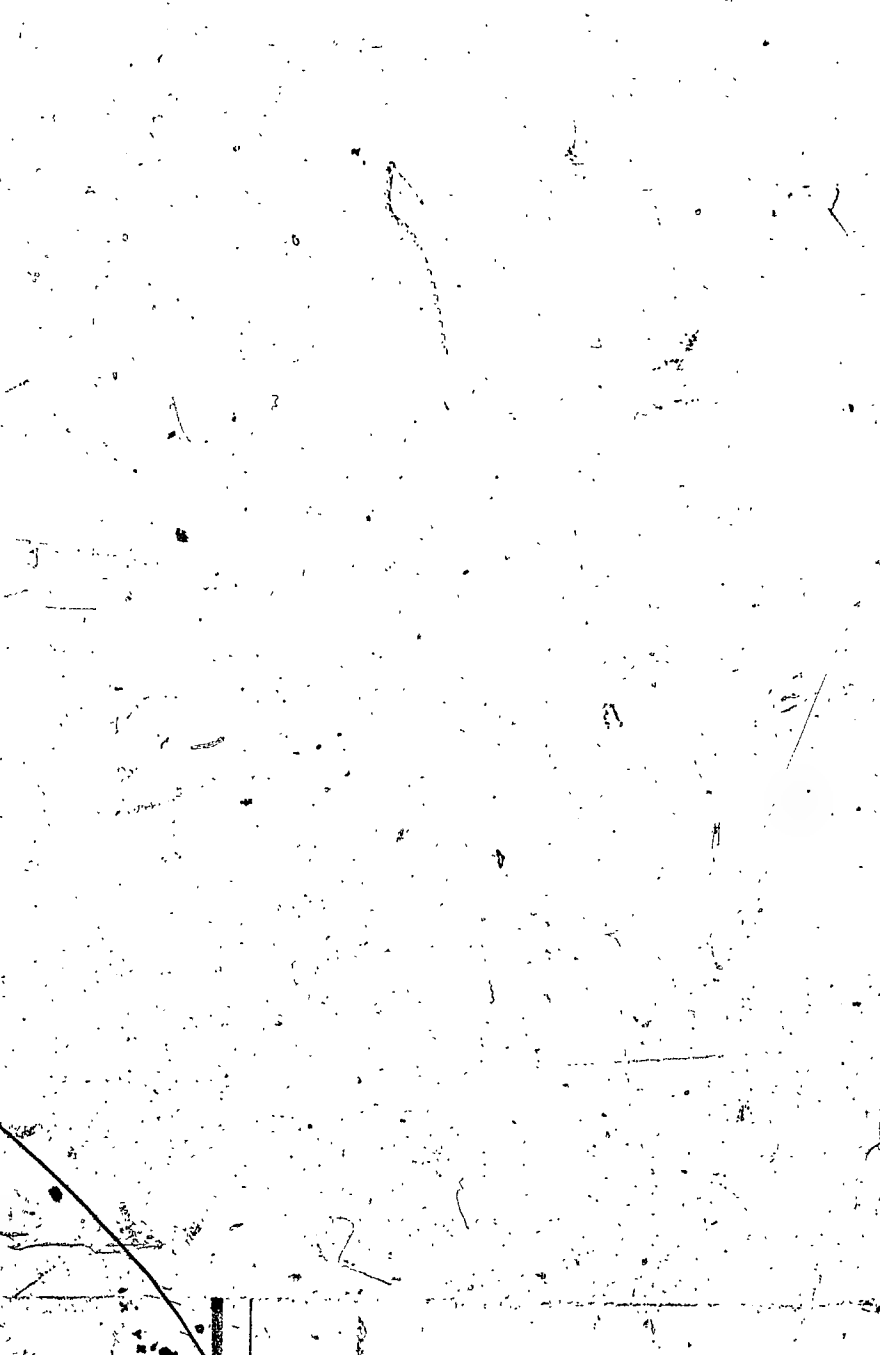
"Manitoba," derived from the union of two Indian words "Manitou"—the great spirit, and "Waba"—the "narrows" of the Lake.

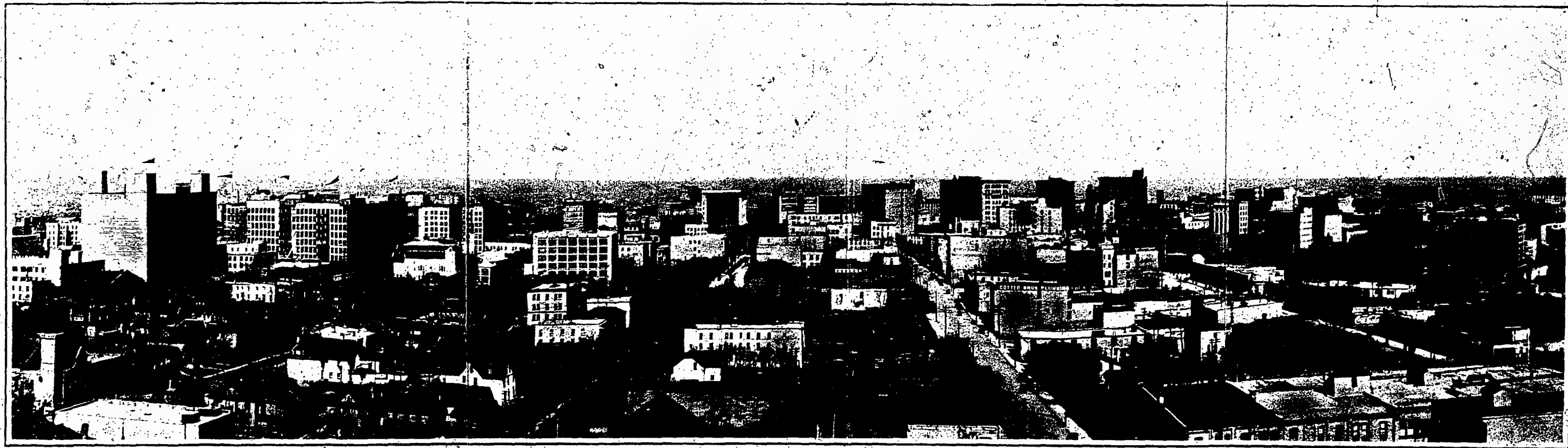
"Winnipeg River," originally Maurepas, took its name from the Lake.

"Fort Garry," named after Nicholas Garry, a director of the Hudson's Bay Co. in 1832.

"Red River," an Indian word, Miskouesipi, or Blood-Red River of the Christenau aborigines.

"Assiniboine," an Indian word meaning "River of the Stony Sioux."



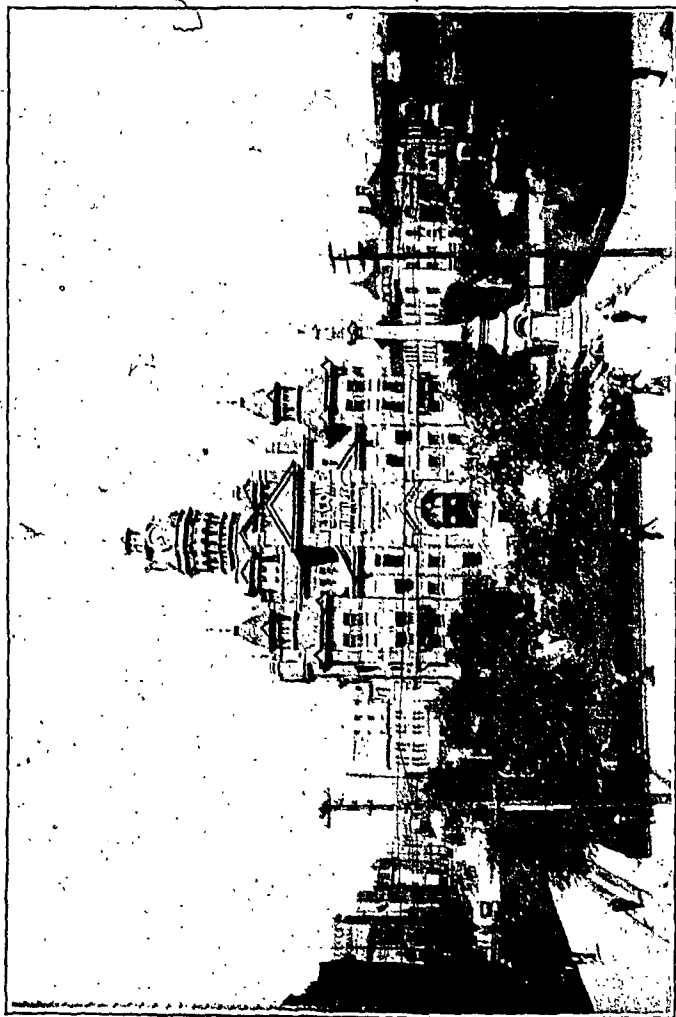


THE CENTRE OF WINNIPEG'S WHOLESALE, FINANCIAL AND COMMERCIAL ACTIVITIES

WINNIPEG, MANITOBA



CANADA



CITY HALL AND SOLDIERS' MONUMENT

CITY SEAL



The above is a fac-simile of the City Seal adopted by Council, June 1st, 1874, the motto of which is "Commerce, Prudence, Industry." The significance of the emblazony thereon may be described as follows:

The Buffalo, the hardy, fearless, nomadic monarch of the plains, who had original possession and held sway where the City of Winnipeg now stands.

The Engine, the civilizing mechanism of man's ingenuity, displaced the Buffalo, was the forerunner of prosperity, and is the means of social and commercial communication which the City enjoys with the world.

The Sheaves of Grain represent the source from which the prosperity of this City emanated and are emblematic of our City as the Gateway of the Golden West and as the greatest grain centre in the world.



BUFFALO, ASSINIBOINE PARK

CITY GOVERNMENT

The Council of Winnipeg, at present, is composed of a Mayor and fourteen Aldermen. The Mayor is elected annually from a vote of the entire City. One Alderman is elected annually from each of the seven wards into which the City is divided, and holds office for a term of two years. By provisions of the Winnipeg Charter, only those persons whose names appear on the last revised list of electors, and who are natural born or naturalized subjects of His Majesty and of the full age of 21 years, able to read and write, and who have such other qualifications as the Council may fix by by-law and are not subject to any disqualification under the Charter, shall be eligible for election as Mayor or Alderman.

The nominations are held annually, on the second last Tuesday in November (in 1920, November 23rd); and the voting takes place on the second Friday following the nominations (in 1920, December 3rd). The right to vote at Municipal elections belongs to all persons, male or female, subjects of His Majesty by birth or naturalization, of the full age of 21 years, who are freeholders of the City rated on the assessment roll for at least \$100.00, or leaseholders or tenants of real property rated as aforesaid for at least \$200.00. Every occupant of a separate portion of the house shall be deemed a tenant. A boarder or lodger shall not be deemed a tenant within the meaning of the Act.

The Council as a whole is the legislative body, and carries on its executive work through standing committees.

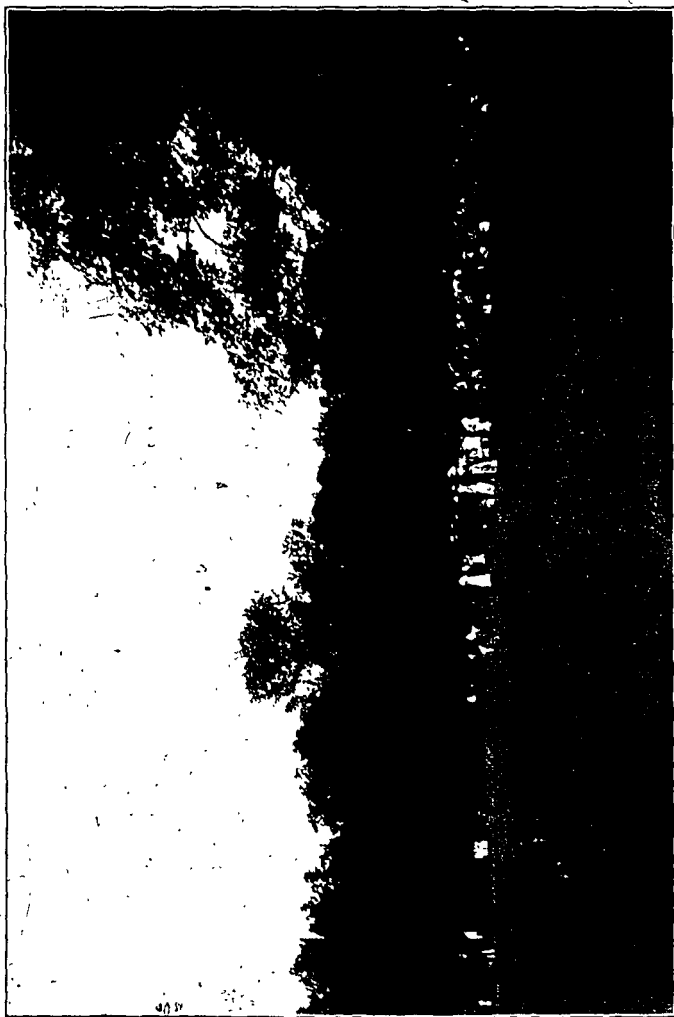


VISTA, ASSINIBOINE PARK

During the years 1907 to 1918, inclusive, the executive work of the City was carried on by the Board of Control, composed of the Mayor and four Controllers, elected annually by the City at large.

By referendum submitted to the ratepayers on September 20th, 1918, on the question of abolishing the Board of Control, the result of the voting was 3,643 in favor of the abolishment of the Board and 653 against. The Board of Control, therefore, went out of office on December 31st, 1918.

By an amendment to the City Charter at the last session of the Manitoba Legislature, the City was divided into three wards which will be known as the North, South and Centre wards. Each Ward will be represented by six aldermen, three retiring each year, while the Mayor will continue to be elected annually by the City at large. The election shall be according to the principle of proportional representation. Council for 1921 will be elected in accordance with the amended Charter.



PICNICKING AT KILDONAN PARK

HISTORICAL

1670—May 2nd—Charter granted by King Charles II. to "The Honorable Company of Merchant Adventurers Trading into Hudson's Bay" (Hudson's Bay Company). This charter deeded to the Hudson's Bay Company "all that territory draining into the rivers flowing into Hudson's Bay." Thus the greater portion of the Dominion of Canada came into possession of the Hudson's Bay Company and so remained until 1869, when the Company relinquished its territorial rights to the Dominion of Canada.

1812—Lord Selkirk's colonists reached the banks of the Red River where Winnipeg now stands.

1816—Governor Semple killed at Seven Oaks.

1822—Fort Garry erected.

1835—Fort Garry re-built.

1835—First government for the Red River settlement organized.

1860—Transfer of land by Hudson's Bay Company to the Dominion of Canada.

1862—First steamboat navigating the upper Red River reached Fort Garry.

1869—Riel Rebellion and execution of Thomas Scott.

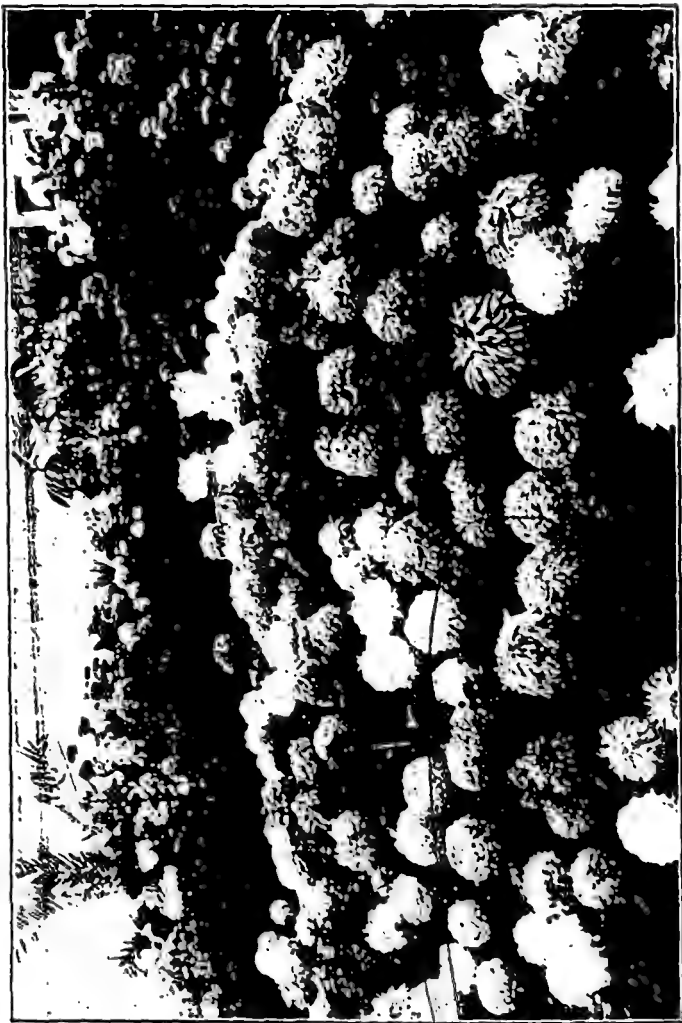
1870—Wolseley expedition reached Fort Garry.

1870—Province of Manitoba formed and entered the Confederation of Provinces.

1873—Winnipeg incorporated; four wards, with three Aldermen for each ward.

1876—First City Hall and theatre erected.

1876—Oct. 12th—First shipment of wheat exported from the Province of Manitoba (857 1-6



CHRYSANTHEMUM SHOW, ASSOCIATION PARK

bushels at 85c. per bushel). Exported by Higgins and Young, Winnipeg; consigned to Steel Bros., Toronto.

1878—First railway service to Winnipeg from St. Paul, Minnesota.

1883—Ward One, being the district known as Fort Rouge, taken into the City. Wards increased to six in number.

1884—Council reduced to two aldermen for each ward.

1886—First railway train over the Canadian-Pacific Railway from Montreal.

1886—Present City Hall completed.

1890—Visit of H.R.H. the Duke of Connaught (later Governor-General of Canada).

1901—Death of Queen Victoria.

1902—Visit of H.R.H. the Duke of Cornwall and York, now King George V.

1902—City Charter revised (Chapter 77, 1-2 Edward VII).

1902—Coronation of King Edward VII.

1906—Part Municipality of Kildonan, now Ward Seven, taken into the City.

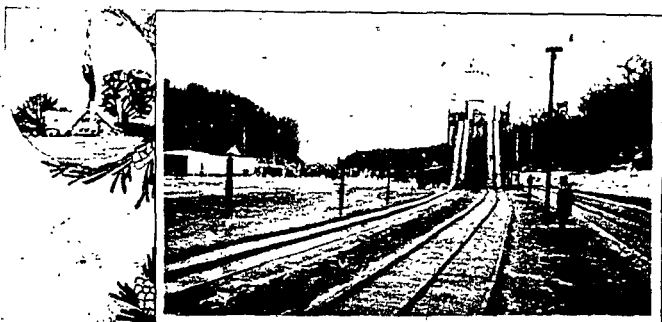
1906—Lots 3 and 4, Parish of Kildonan, lying east of McGregor Street, produced, taken into the City and made part of Ward Six.

1907—Board of Control system inaugurated.

1907—Lot 3, Parish of Kildonan, lying west of McGregor Street, taken into the City and made part of Ward Six.

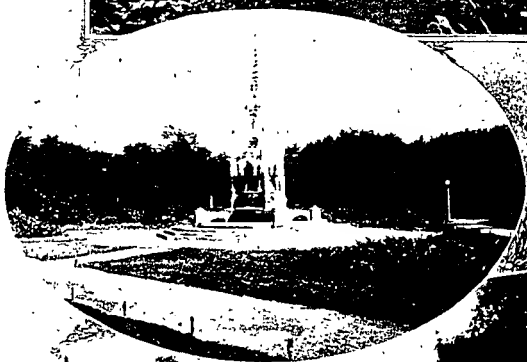
1909—Meeting of the British Association for the Advancement of Science.

1910—Death of King Edward VII.



WINTER SPORTS ON THE ASSINIBOINE

- 1911—Coronation of King George V.
- 1911—Municipal hydro-electric works at Point du Bois completed and in operation.
- 1912—Selkirk Centennial.
- 1912—Official Visit of H.R.H. the Duke of Connaught, then Governor-General of Canada.
- 1912—Meeting Sovereign Grand Lodge, Independent Order of Odd Fellows.
- 1912—Boundaries of the Province extended to the shores of Hudson Bay.
- 1913—Greater Winnipeg Water District incorporated.
- 1914—Great World War (commenced August 4th).
- 1915—National Patriotic Carnival, July 1st to 10th.
- 1915—Winnipeg leads Canada in Bank Clearings for week ending December 9th.
- 1916—His Excellency the Duke of Devonshire appointed Governor-General of Canada, succeeding H.R.H. the Duke of Connaught.
- 1917—February 28th—Official visit to Winnipeg of His Excellency the Governor-General of Canada.
- 1918—City Charter revised and consolidated.
- 1918—November 11th—Armistice signed ending world war.
- 1918—December 31st—Board of Control abolished.
- 1919—June 28th—Treaty of Peace with Germany signed at Versailles.
- 1919—September 9th-10th—Official visit to Winnipeg of H.R.H. The Prince of Wales.
- 1919—September 10th—Treaty of Peace with Austria signed at St. Germain-en-Laye.
- 1920—January 10th—Ratification of Peace Treaty at Paris.



MUCH ADMIRÉD PARK AREAS, WINNIPEG

MAYORS OF WINNIPEG

From the date of its incorporation in the year 1873
down to the year 1920.

- 1874—Francis Evans Cornish, Q.C.
- 1875—William Nassau Kennedy.
- 1876—William Nassau Kennedy.
- 1877—Thomas Scott.
- 1878—Thomas Scott.
- 1879—Alexander Logan.
- 1880—Alexander Logan.
- 1881—Elias George Conklin.
- 1882—Alexander Logan.
- 1883—Alexander McMicken.
- 1884—Alexander Logan.
- 1885—Charles Edward Hamilton.
- 1886—Henry Shaver Westbrook.
- 1887—Lyman Melvin Jones.
- 1888—Lyman Melvin Jones.
- 1889—Thomas Ryan.
- 1890—Alfred Pearson.
- 1891—Alfred Pearson.
- 1892—Alexander MacDonald.
- 1893—Thomas William Taylor.
- 1894—Thomas William Taylor.
- 1895—Thomas Gilroy.
- 1896—Richard Willis Nameson.
- 1897—William F. McCreary.
- 1898—Alfred Joseph Andrews.
- 1899—Alfred Joseph Andrews.
- 1900—Horace Wilson.
- 1901—John Arbuthnot.
- 1902—John Arbuthnot.
- 1903—John Arbuthnot.

- 1904—Thomas Sharpe.
- 1905—Thomas Sharpe.
- 1906—Thomas Sharpe.
- 1907—James Henry Ashdown.
- 1908—James Henry Ashdown.
- 1909—William Sanford Evans.
- 1910—William Sanford Evans.
- 1911—William Sanford Evans.
- 1912—Richard Deans Waugh.
- 1913—Thomas Russ Deacon.
- 1914—Thomas Russ Deacon.
- 1915—Richard Deans Waugh.
- 1916—Richard Deans Waugh.
- 1917—*David J. Dyson.
- 1917—†Frederick Harvey Davidson.
- 1918—Frederick Harvey Davidson.
- 1919—Charles Frederick Gray.
- 1920—Charles Frederick Gray.

*Unseated on recount, Jan. 5th, 1917.

†Declared elected on recount.



PICNIC GROUNDS, KILDONAN PARK

CITY COUNCIL, 1920

Mayor

Charles F. Gray, City Hall; Phone N 4911. Residence, The Anchorage, Kingston Row, Elm Park; Phone Ft. Rouge 2677. Office hours, 10 a.m. to 12 noon.

Acting Mayor for 1920, Alderman Frank O. Fowler.

Aldermen

Ward 1

J. G. Sullivan, 703 McIntyre Block.

J. K. Sparling, 325 Main Street.

Ward 2

F. O. Fowler, 559 Grain Exchange.

A. H. Pulford, 58 Middle Gate.

Ward 3

H. Gray, 346 Ellice Ave.

George Fisher, 355 Grain Exchange.

Ward 4

F. H. Davidson, 460 McDermot Ave.

Ernest Robinson, Trades Hall, James Ave.

Ward 5

J. Queen, 400 Chambers of Commerce.

A. A. Heaps, 687 Selkirk Ave.

Ward 6

J. Blumberg, 520 Bannerman Ave.

W. B. Simpson, Chambers of Commerce.

Ward 7

H. Jones, 307 Harbison Ave.

J. L. Wiginton, 176 Johnson Ave.

The regular meetings of Council are held in the Council Chamber, City Hall, every alternate Monday, at 7.45 o'clock p.m. The first regular meeting of the Council for 1920 being held on January 19th.

PROCEEDINGS OF COUNCIL

Regular meetings of Council shall be held in the Council Chamber every alternate Monday in the year, at the hour of 7.45 p.m. Special meetings may be convened at any time by the head of the Council, or by one-fourth of the members of such Council. Reasonable notice of such meeting shall be given to all members of the Council.

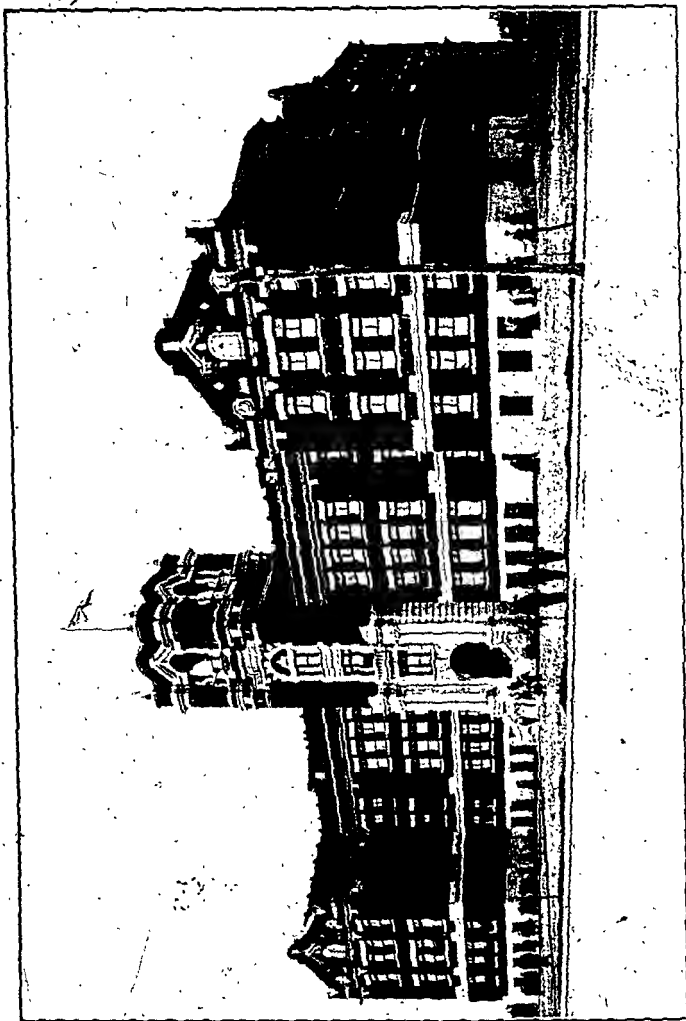
No standing rule or order of the Council shall be suspended, except by a vote of two-thirds of the members present. (By-law No. 9351, Sec. 28).

No question, once decided, shall be reversed without notice from at least one regular meeting to another and without a majority of the whole Council voting in favor of such reversal. (Winnipeg Charter, Sec. 247).

The general Order of Business at every regular meeting shall be as follows:

1. Reading of Minutes.
2. Original Communications and Petitions.
3. Hearing Delegations.
4. Introduction of Reports of Committees.
5. Consideration of Reports of Committees.
6. Inquiries and Announcements.
7. Introduction of By-laws.
8. Consideration of By-laws.
9. Motions.
10. Motions of which notice has been given.
11. Unfinished Business.
12. Giving Notice.

By-law No. 9351, passed March 6th, 1916, regulates the proceedings of Council and Committees, amended by By-law No. 9792, passed December 9th, 1918, defining duties of Committees on Finance.



KELVIN TECHNICAL HIGH SCHOOL

PUBLIC SCHOOL BOARD, 1920

The School Board of Winnipeg for 1920 is composed as follows:

Ward 1—W. J. Bulman, D. Cameron.

Ward 2—Johnson Douglass, Arthur Congdon.

Ward 3—E. S. Harstone, R. W. Craig, K.C.

Ward 4—J. T. Haig, B.A., Mrs. M. J. Hamble.

Ward 5—J. A. McKerchar, Mrs. R. Alcin.

Ward 6—R. R. Knox, R. Jacob, M.P.P.

Ward 7—Dr. H. A. McFarlen, David Murray.

Board meets second Tuesday in each month at 8 p.m.

School Board Offices—Corner William Avenue and Ellen Street.

W. J. Bulman, Chairman.

R. H. Smith, Secretary-Treasurer.

D. McIntyre, LL.D., Supt. of Schools.

Major D. M. Duncan, Asst. Supt.

Lt.-Col. J. B. Mitchell, Comr. of School Bldgs.

SCHOOL BUILDINGS

School	Street or Avenue	Ward
Earl Grey	Helen, Fleet, Garwood	1
La Verendrye	Jessie and Lilac	1
Fort Rouge	River Avenue	1
Gladstone	Osborne and Corydon	1
Children's Home	Tuxedo	1
Riverview	Maplewood and Bartlett	1
Lord Roberts	Daly and Rathgar	1
River Heights	Oak and Kingsway	1
Kelvin Technical	Harrow, Kingsway, Academy	1
Carlton	Carlton, Hargrave, cr. Graham	2
Alexandra	Edmonton and St. Mary's	2
Isbister	Ellice and Vaughan	2
Mulvey	Maryland and Broadway	3
John M. King	Ellice and McGee	3
Greenway	St. Matthews and Banning	3
Greenway No. 2	St. Matthews and Banning	3
Wellington	Wellington, Beverley, Simcoe	3
Isaac Brock	Clifton and Barrett	3
Detention Home	Cor. Portage and Sherbrooke	3
Laura Secord	Wolseley, Ruby, Lenore	3
Prin. Sparling	Richard and Garfield	3
Somerset	Sherbrooke and Margaretta	4
Maple Leaf	Kate, William and Bannatyne	4
Victoria	Ellen, William and Bannatyne	4
Albert	Gertie, William and Bannatyne	4
Cecil Rhodes	William, East Elgin	4
Cecil Rhodes, No. 2	William, East Elgin	4
Pinkham	Pacific and Reitta	4
Dufferin	Logan, Alexander, Nares	4
Argyle	Argyle and Henry	4
Norquay	Euclid and Lusted	5
Aberdeen	Salter and Stella	5
Aberdeen No. 2	Salter and Stella	5
King Edward	Selkirk, Pritchard, Arlington	5
King Edward No. 2	Selkirk, Pritchard, Arlington	5
William Whyte	Manitoba, Magnus, Powers	5
Andrews	Andrews and Machray	6
Andrews No. 2	Andrews and Machray	6
Machray	Mountain, Charles, College	6
Strathcona	McGregor, Burrows, Alfred	6
Luxton	Polson, Luxton, Mac	6
Lord Nelson	McPhillips and Aberdeen	6
St. John's Technical	Salter, Church, Machray, Powers	6
Elmwood	Talbot	7
Lord Selkirk	McIntosh and Brazier	7
Lord Selkirk No. 2	McIntosh and Brazier	7
George V.	Grey, Union, Chalmers	7
Talbot Ave	Talbot and Kelvin	7
Knowles Home	Kildonan	

SCHOOL STATISTICS

Year	Number of Teachers and Specialists	Number of Buildings	Value of Buildings, Sites and Fixtures	Attendance
1871	1	1		35
1876	4	2	\$ 3,500.00	423
1886	49	11	220,000.00	2,831
1896	96	14	397,700.00	6,374
1900	119	16	487,000.00	7,500
1903	140	18	750,000.00	9,500
1904	168	19	774,500.00	10,308
1905	192	21	1,071,701.00	11,675
1906	220	26	1,213,931.00	13,445
1907	248	30	1,552,753.00	14,802
1908	266	34	1,971,479.00	15,449
1909	297	33	2,300,000.00	16,070
1910	340	33	2,800,000.00	17,738
1911	381	37	3,225,000.00	20,167
1912	456	40	4,135,000.00	21,112
1913	531	40	5,032,589.00	22,364
1914	566	44	5,620,619.00	25,814
1915	589	45	5,856,356.00	27,514
1916	594	45	5,890,665.00	28,192
1917	634	45	5,927,164.00	29,310
1918	692	45	6,123,552.00	30,225
1919	766	49	6,376,946.00	31,505

Number of pupils enrolled in Evening Schools, December, 1919 3,979

Number of teachers enrolled in Evening Schools, December, 1919 123

Debenture Debt, December 31st, 1919 \$5,347,845.00

Sinking Fund, December 31st, 1919 864,098.32

School Tax Rate, 1919, 6.4443 mills.



THE PAVILION, KILDONAN PARK.

PUBLIC PARKS BOARD AND PLAYGROUNDS
COMMISSION

A. W. Puttee, Esq., Chairman.
R. Fletcher, Esq.
F. W. Drewry, Esq.
J. McDiarmid, Esq.
A. Seoble, Esq.
T. Boyd, Esq.
Alderman J. G. Sullivan.
Alderman A. H. Pulford.
Alderman Geo. Fisher.
Alderman E. Robinson.
Alderman A. A. Heaps.
Alderman J. Blumberg.
Alderman H. Jones.
His Worship Mayor Gray.
J. H. Blackwood, Secretary.
G. Champion, Superintendent.

WINNIPEG AND ST. BONIFACE HARBOR
COMMISSION.

Ald. J. A. Marion (St. Boniface), Chairman.
G. R. Crowe, Esq., Winnipeg.
W. P. Brereton, Esq., Winnipeg.
G. V. Hastings, Esq., Winnipeg.
Ald. W. H. Leck, St. Boniface.
Earl Stewart, Secretary-Treasurer.

HOSPITAL COMMISSION

Ald. A. H. Pulford, Chairman.
R. R. Scott, Esq.
W. B. Lowe, Esq.
G. Stoker, Esq., Secretary.
A. B. Alexander, M.D., Superintendent.

PUBLIC PARKS

There are 31 public parks and squares in Winnipeg, with a total area of 674.03 acres. These, with the exception of Assiniboine and Kildonan Parks, are located within the City limits, or close thereto, so as to afford open-air space and recreation grounds easily accessible to the citizens.

Assiniboine Park, which is situated on the banks of the Assiniboine River, about three miles from the City Hall, has an area of 282 acres. Although the original site was selected for its natural beauty, a great deal has been done to further improve its appearance by the planting of trees and shrubs, the construction of driveways, erection of a handsome pavilion, conservatory and bandstand, and the laying out of cricket pitches, lawn tennis courts and grounds for all forms of athletics. The Zoo contains a collection of native animals, including the buffalo, the original inhabitants of this country. This park property was acquired in 1904 and formally opened to the public in 1909.

Kildonan Park contains 98 acres, and is situated on the banks of the Red River, about three and one-half miles due north from the City Hall. As a natural beauty spot this park compares very favorably with any in Canada and a close rival with Assiniboine Park for popularity.

Sargent Avenue Park has an area of about 20 acres and was acquired in 1911 at an approximate cost of \$160,000.00. This site has been converted into an athletic field with numerous play grounds, running track, tennis courts, bowling greens, and an open air swimming pool.

PARK PROPERTIES, 1920

Name	When acquired Purchased	Cost	Area Acres
Fort Rouge Park.....	1893	\$ 16,531.20	5.
Central Park	1893	20,000.00	3.5
Victoria Park	1893	11,016.90	1.66
St. John's Park	1893	20,500.00	10.5

Selkirk Park	1894	3,801.65	2
Dufferin Park	1894	8,377.88	2
Notre Dame Park	1894	4,500.00	3.8
St. James Park	1894	6,002.78	8
Assiniboine Park	1904	39,903.00	282.03
Weston Park	1909	8,777.04	1.84
King Edward Park	1909	10,858.79	5.95
Elmwood Park	1909	23,268.59	6.51
Machray Park	1909	11,391.32	3.6
Kildonan Park	1910	163,819.17	98.2
Sargent Park	1911	160,480.15	20.5
Kitchener Park	1911	24,925.98	30

\$534,154.45

Fort Garry Gateway	Donated 1900	.6
Crescentwood Park	1903	2
Pembina Park	1905	2.95
Riverview Park	1905	2.16
Clark Park	1909	1.5
Seven Oaks Park	1914	2.53

Library Grounds	Transferred by Council 1905	.5
Alexander Square	1906	4
Exhibition Grounds	1907	62.5
City Hall Square	1907	.3
Cornish Park	1909	1.3
Midwinter Park	1909	.3
Logan Park	1909	16.1
Lot 12, Wellington Crescent	1910	.3
Exhibition Grounds (new)	1916	93.7

Total Area Acres 674.03

Area purchased	483.09
Area donated	11.74
Area transferred	179.2

Total area, Acres 674.03

PARK AND BOULEVARD FACTS

Winnipeg's park system is 27 years old. Is administered by a Board appointed by the City Council.

Cost of land purchases (park sites), \$534,154.45.

Cost of improvements; operation and maintenance during 27 years, \$1,751,632.57.

Consists of 31 parks and squares.

Provision is made for every form of amateur sport.

Children's playground equipment provided.



IN THE PALM HOUSE, ASSINIBOINE PARK

Public comfort stations and rest rooms provided in all large parks.

The only Conservatory and Palm House in the West.

A growing and interesting collection of native wild animals.

The tax levy for park purposes in 1919, one-half mill, was \$118,011.76.

The population for 1919 (Assessor's figures) was 183,378.

The total cost per capita of all park services for 1919 was 64 cents.

The value of park buildings and equipment is approximately \$215,000.00.

The present value of park lands proper and their buildings, equipment and plant, is estimated at \$3,152,500.

The number of persons to each park acre is 272.

The Boulevard system has a frontage of approximately 120 miles.

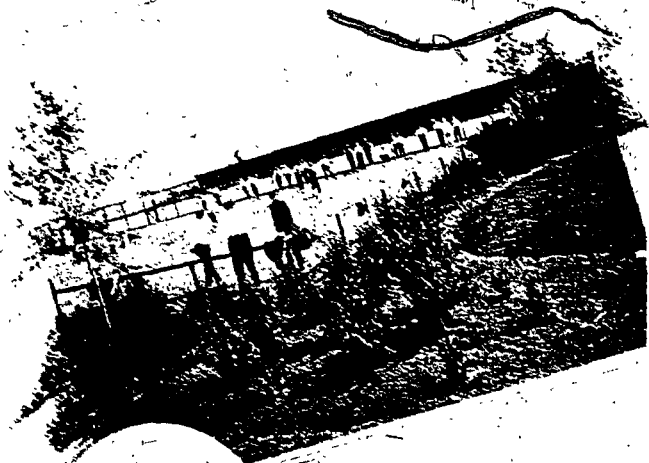
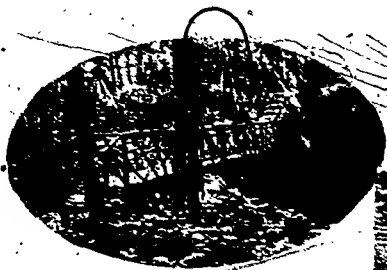
The first boulevard was constructed in 1895.

The total cost of construction of all boulevards to the 31st December, 1919, approximates \$163,834.00.

The cost of maintenance of all boulevards to the 31st December, 1919, including the planting of some 28,000 street trees, amounts to \$432,800.68.

BROOKSIDE CEMETERY

Brookside Cemetery is situated one mile west of the western City limits on the north side of the continuation of Notre Dame Avenue, S.W. $\frac{1}{4}$ of Sec. 14, Tp. 11, Range 2 East; contains 160 acres, and was acquired by the City on June 12th, 1877, at a cost of \$4,000.00. The first interment was made in October, 1878. Total interments to the end of 1919, approximately 18,740. Total expenditure to December 31st, 1919, \$212,699.13, and total revenue to same date, \$160,500.50. The Cemetery is maintained under the supervision of the Public Parks Board, and lot owners are assured perpetual maintenance of plots and graves.



SUMMER SPORTS FOR OLD AND YOUNG.

PUBLIC BATHS

PRITCHARD AVENUE BATHS—Pritchard Avenue and Charles Street.

Erected by the City at a cost of \$46,500.00, exclusive of the site, which was formerly part of the Ward 5 market site. Formally opened for public use on Arbor Day, May 6th, 1912.

Description

Plunge Bath, size 79x39 feet.

32 shower baths.

100 locker rooms.

Schedule

Monday, 10 a.m. to 9 p.m.	Men
Tuesday, 10 a.m. to 9 p.m.	Women
Wednesday, 10 a.m. to 9 p.m.	Men
Thursday, 2 p.m. to 9 p.m.	Women
Friday, 10 a.m. to 10 p.m.	Men
Saturday, 10 a.m. to 10 p.m.	Men
Sunday, 9 a.m. to 1 p.m.	Men only (winter months).
Sunday, 8 a.m. to 12 a.m.	Men only (summer months)

Attendance

Year	Men	Boys	Women	Girls	Total
1919	23,480	11,836	4,976	2,688	42,920
School children admitted free during summer holidays (1919)					15,912

CORNISH PARK BATHS—Cornish Avenue near Maryland Street Bridge.

Erected by the City at a cost of \$53,253.08 exclusive of site, which was part of the Water Works property.

Formally opened for public use on March 24th, 1915.

Description

Plunge bath, size 75x42 feet.

32 shower baths.

156 locker rooms.

Schedule

Monday, 10 a.m. to 9 p.m.	Women
Tuesday, 10 a.m. to 9 p.m.	Men
Wednesday, 10 a.m. to 9 p.m.	Women
Thursday, 10 a.m. to 9 p.m.	Men
Friday, 10 a.m. to 10 p.m.	Mixed Bathing
Saturday, 10 a.m. to 12 noon	Women
Saturday, 1 p.m. to 10 p.m.	Men
Sunday, 8 a.m. to 12 noon	Men only (Winter months)
Sunday, 7 a.m. to 11 a.m.	Men only (Summer months)

Attendance

Year	Men	Boys	Women	Girls	Total
1919	26,200	15,542	12,193	8,208	62,200
School Children admitted free during Summer holidays (1919)					16,271
Soldiers free (1919)					8,058

Fees

Admission to Plunge and Shower Bath, soap, swimming costume and one towel:

Adults, 10c; Children (under 15 years), 5c.

Admission to Private Slipper Bath, Shower and Plunge, 25c. Extra towels, 5c each. Admission to Balcony, 5c each.

Maintenance and Receipts

Estimated Maintenance, 1919-1920	\$62,961.76
Estimated Receipts, 1919-1920	8,000.00



PLAYGROUNDS

PLAYGROUNDS

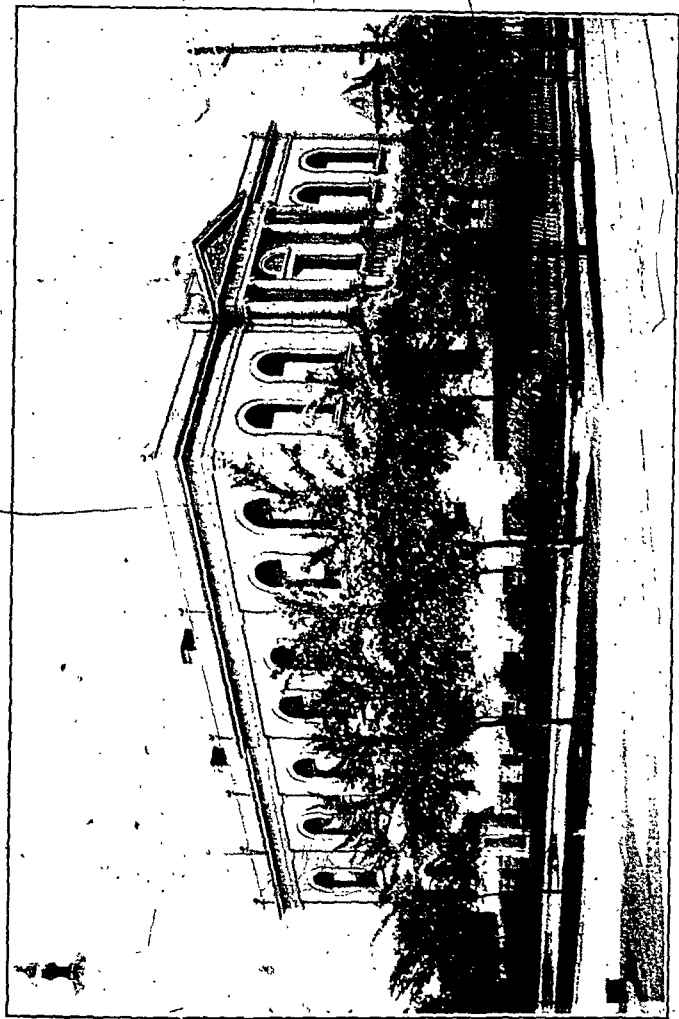
Regular meetings of the Playgrounds Commission correspond to the regular meetings of the Public Parks Board held on the first and third Wednesday in each month, from April to September, inclusive, and on the third Wednesday in each month, from October to March, inclusive, at the hour of 4 o'clock in the afternoon.

The Winnipeg Playgrounds Commission was organized in 1909 under the powers granted to the City for this purpose. By the provision of By-law No. 9835, passed April 3rd, 1919, all the powers of the Playgrounds Commission shall be exercised by the Public Parks Board. The playground movement has grown very largely and, as will be seen by the following statement, is filling a very useful place in the child-life of the City.

Year	No. of Grounds	Appropriation
1909	7	\$ 4,000.00
1910	12	8,000.00
1911	14	12,500.00
1912	16	15,390.00
1913	18	18,390.00
1914	20	18,390.00
1915	21	18,000.00
1916	21	18,000.00
1917	24	23,000.00
1918	23	20,520.00
1919	26	24,000.00

In addition to operating 26 playgrounds in 1919, 15 Free Skating Rinks were opened during the winter months for the use of the general public.

Swimming is taught, and special classes in Folk Dancing and Physical Culture carried on in several of the public schools.



CARNEGIE PUBLIC LIBRARY

PUBLIC LIBRARY

The Public Library now consists of one main library building and two branch libraries, with forty-one branch stations for the distribution of books.

MAIN LIBRARY.—Carnegie Library Building on William Avenue between Dagmar and Ellen Streets. J. H. McCarthy, librarian. Telephones: Office, N. 6541; Reference and Juvenile, N. 6531; Circulation and Branch Stations, N. 6521.

CORNISH BRANCH LIBRARY—West Gate. Miss G. S. Scoble, Librarian. Telephone: Sher. 5223.

ST. JOHN'S BRANCH LIBRARY—Corner Machray Avenue and Salter Street. Mrs. Gertrude Evans, Librarian. Telephone: St. J., 3098.

The Winnipeg Public Library main building is a handsome two-storey structure, built of native stone at an original cost of \$100,000, towards which a donation of \$75,000.00 was made by the Carnegie Corporation of New York. The building was formally opened October 11th, 1905. In 1908 an addition was made at a cost of \$39,000.00, also donated by the Carnegie Corporation.

The Cornish and St. John's Branch Libraries are of solid brick with cut stone trimmings. Each cost \$35,000.00, donated also by the Carnegie Corporation. The St. John's Branch was opened on June 2nd, 1915, and the Cornish Branch on June 15th, 1915.

The Library contains at present one hundred and forty thousand carefully selected volumes at the service of any resident of the City.

The Reading Rooms, which are open to all comers, are stocked with a very adequate supply of daily and weekly newspapers and with all the leading magazines published in the English language. Any book in the library can be obtained for use in the buildings by anyone who requests it.

During the last year, 62,600 readers borrowed 747,033 books for home reading, while 62,487 volumes

were issued as books of reference, making a total of 809,520 books used during the year. The Juvenile Departments in each library have on the reading tables a complete assortment of boy's and girls' papers, in addition to several standard magazines, while the open book shelves contain 16,427 volumes suitable for young peoples' reading.

The libraries are open every day, except New Year's Day, Dominion Day, Victoria Day and Christmas Day, from 9.30 a.m. to 9.30 p.m., except Sundays and holidays, when the hours are from 2 p.m. to 9 p.m. Juvenile Departments from 4 p.m. to 8.30 p.m. on school days and from the general opening hour until 8.30 p.m. on other days.

Eleven branch depots and twenty-one school libraries have been established for the convenience of those living in the outlying wards of the City.

To reach people who would not otherwise have the benefits of the Library, there are small libraries in the following institutions: General Hospital, Boys' Club, Robertson Memorial Institute, All Peoples' Mission, Nurses' Home, Civic Hospital, Art Library, Industrial Bureau, Central Police Station. With these agencies combined, all classes of people in Winnipeg as well as the transient visitors are well supplied with the benefits of a modern library.



LAKE AND RIVER SCENES, WINNIEG PARKS

POLICE DEPARTMENT

There are three police stations in operation as follows:

Headquarters—Central Police Station ("A" Division), corner of Rupert Avenue and Louise Street.

Telephones: General Enquiry, N. 1011; Detective's Office, A. 2751; Morality Office, A. 3139.

Fort Rouge Sub-station—("B" Division), corner Jessie Avenue and Nassau Street. Telephone: Ft. Rouge 2.

North End Sub-station—("E" Division), corner Magnus Avenue and Charles Street. Telephone: St. J. 270. Inspector in charge, R. R. McDonald; residence, 432 College Avenue. Telephone: St. John 1277.

Criminal Court is held at the Central Station every week day at 10 a.m., and special sittings on Tuesday and Thursday afternoons at 2.30 o'clock for Municipal cases.

Magistrate—Hon. Sir Hugh J. Macdonald, K.C.

Clerk of the Court—Geo. F. Richards.

Chief Constable—Chris. H. Newton.

Staff Inspector—Philip Stark.

Inspector—Henry Green.

Inspector—John Street.

Central "A" Division—Chief constable, staff inspector, two inspectors, one relief inspector, four sergeants, four patrol-sergeants, chief of detectives, one inspector of detectives, two detective sergeants, sixteen detectives, three goalers, three assistant goalers, one morality officer, one assistant morality officer, eighty-four constables, two policewomen.

In addition there are: A clerk of the court and three assistants, a staff of four clerks in chief's office, one record clerk and one stenographer in detective department, resident caretaker and three assistants, resident matron, motor mechanic, five patrol chauffeurs, three elevator men.

Fort Rouge "B" Division—1 sergeant, 3 patrol sergeants, 15 constables.

North End, "E" Division—Inspector in charge, 3 sergeants, and 35 constables.

Police Patrol and Signal Station, Rupert Avenue—Three operators; three assistant operators.

The total estimated expenditure of the Department for the fiscal year ending April 30th, 1920, is \$732,040.91.

	Male	Female	Total
Year ending December 31st, 1919:			
Arrested	3,972	395	4,367
Summoned	4,313	141	4,455
	<u>8,285</u>	<u>537</u>	<u>8,822</u>

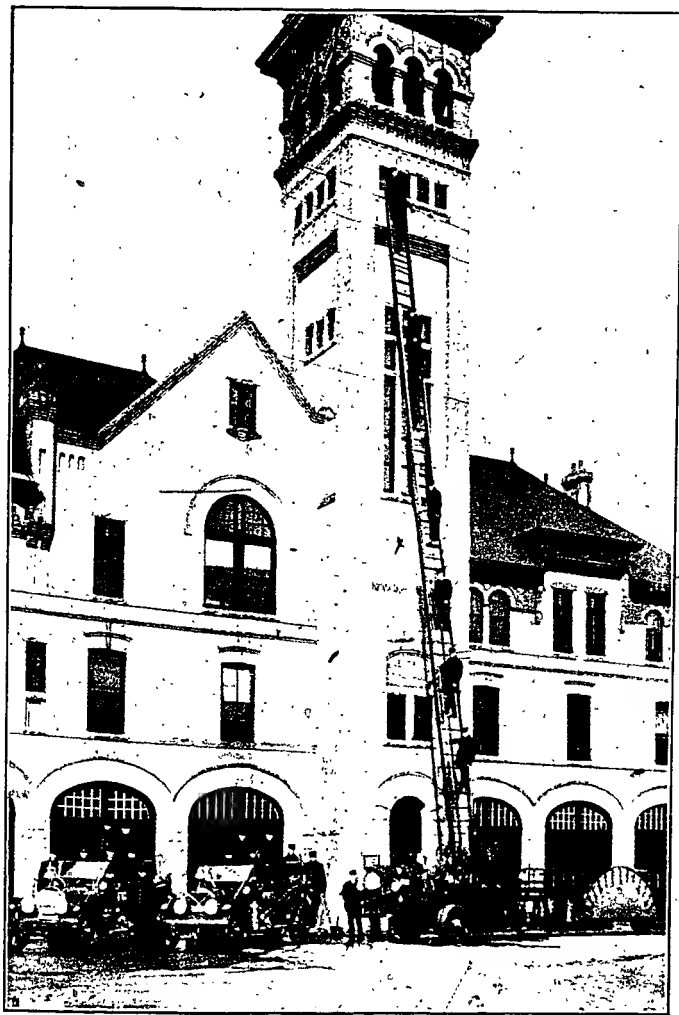
Cases disposed of, including arrests under warrant, summary arrests and summonses, 8,822.

Amount collected in fines and costs, \$38,395.70.

Matters reported to and dealt with by the police, as per report sheets and occurrence sheets:

Persons accidentally killed	56
Suicides	10
Attempted suicides	12
Murders	1
Lost Children located by police	737
Fire Alarms and fires attended (including false reports)	912

The length of streets at present patrolled by the City Police amounts to ninety miles.



CENTRAL FIRE STATION

FIRE DEPARTMENT

Headquarters—Central Fire Station

J. E. Buchanan, Chief.

T. Dewitt, Assistant Chief.

D. Beaton Dunn, Secretary.

The Winnipeg Fire Department consists of one chief, one assistant chief, three district chiefs, one secretary, two clerks, one stenographer, one motor mechanic, twelve senior captains, fourteen junior captains, four acting junior captains, two engineers, two hundred and forty-three firemen, making a total of two hundred and eighty-five officers and men operating on the two platoon system of 10 hours and 14 hours respectively. The two platoon system was put into operation on November 4th, 1919.

The estimated expenditure of the Department for the fiscal year 1919-1920 is \$503,956.10.

There is at present in the Department the following apparatus:

15 Fire Halls.

6 Chemicals (in reserve).

16 Horse drawn hose wagons (7 in reserve).

7 Motor hose wagons (1 in reserve).

4 Motor pumps and hose wagons combined.

4 Steam fire engines.

3 Aerial ladder trucks, two 85 feet (one 65 feet in reserve).

1 75 foot motor aerial ladder truck.

9 Hook and ladder trucks (4 in reserve).

1 65 foot water tower, with deck turret.

3 Deluge nozzles on hose wagons.

8 Supply wagons.

53 Horses.

3 Cutters (in reserve).

5 Chiefs' automobiles.

1 Motor mechanic's automobile.

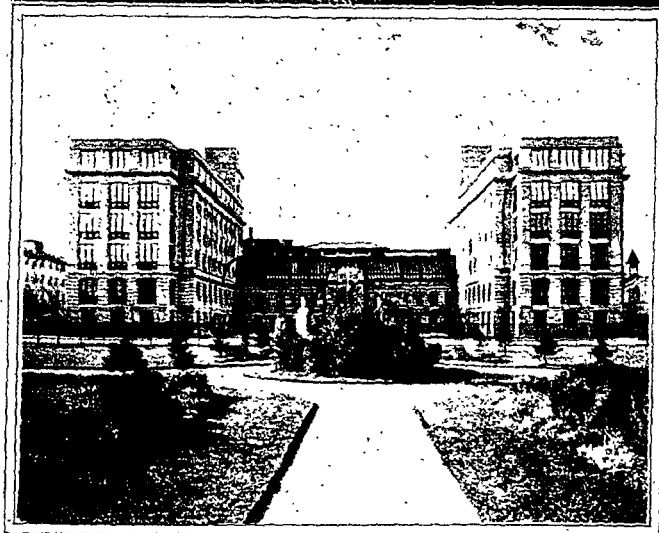
48 Fire tanks:

Fire hose, 2½ inch, 43,306 feet.

Fire hose, 3½ inch, 8,195 feet.

Fire hose, 1 inch, 1,695 feet.

Fire hose, 1½ inch, 2,371 feet.



MUNICIPAL AND WINNIPEG GENERAL HOSPITALS

MUNICIPAL HOSPITALS

With the object of providing adequate accommodation and securing effective supervision and control over all cases of infectious disease which might arise, the City, acting on the recommendation of a commission of enquiry, branched into the hospital business of its own accord in January, 1911, by purchasing the Beath Maternity Hospital on Bannatyne Avenue. This building has accommodation for some sixty-five patients. It was used exclusively for the care and treatment of scarlet fever until the spring of 1914, when the "King George," a permanent isolation hospital, hereinafter referred to more fully, was completed and put into operation, after which time the former building was handed over to the City again by its Hospital Commission for such other use as might be decided upon.

During the same year the City had completed the erection of a building for the treatment of cases of advanced tuberculosis on its permanent hospital site of twenty-five acres in Riverview. This building, known at the time as the "Temporary Tuberculosis Hospital," is of frame construction; cost approximately \$60,000.00 to build; admitted its first patient on June 28th 1911, and had a capacity of thirty-two beds. It, however, subsequently reverted to the use of a nurses' home, the City having, in the meantime, completed the erection of a permanent building for tuberculosis, known as the King Edward Memorial Hospital.

Concerning these permanent buildings which doubtless are only the nucleus of what will ultimately be an extensive group of hospitals, the following may be said:

The King George Hospital, for the care and treatment of scarlet fever, diphtheria, measles, whooping cough, mumps, erysipelas, etc., opened its doors for the reception of patients on February 27th, 1914. It has a capacity of 200 beds and cost approximately \$360,300.00, exclusive of moveable equipment. The

demand for accommodation to this hospital will probably necessitate an additional hundred beds being added to it in the near future.

The King Edward Memorial Hospital, for cases of advanced tuberculosis, admitted its first patient on July 26th, 1912. It had a capacity of eighty-two beds and cost \$106,000.00, exclusive of moveable equipment. Additional capacity for 20 more patients, however, were added in 1918 at a cost of \$9,500.00.

The Nurses' Home, formerly the temporary tuberculosis hospital, but afterwards renovated and altered, cost \$60,000.00 to build. Authority to raise funds for the erection of a new and modern Nurses' Home, estimated to cost \$300,000, exclusive of equipment, having been obtained it is expected that building operations will commence during the spring of 1920.

The power house and laundry building, together with a subsequent addition thereto, boilers, plant and laundry machinery included, cost \$71,000.00. Further additions or re-modelling of this building and plant in order to provide the necessary heating facilities in the new Nurses' Home, and subsequent additions to the hospitals will involve further expenditures to an extent at present undetermined.

Superintendent's residence, completed in October, 1914, cost \$10,240.00.

Lawn pavilions, two of which were erected on the river bank in 1914, cost altogether \$588.00. Their purpose is to provide "rest places" for such patients as are permitted to exercise.

Greenhouse and stables also form a part of the group.

THE HOSPITAL SITE.—An ideal site for hospital purposes is that on which this group of buildings is situated. Gradually enlarged from time to time by the purchase of additional property, it now comprises a little over twenty-five acres and has cost \$74,400.00, exclusive of fifteen lots purchased for another purpose at \$1,400.00 but afterwards absorbed in this site. The grounds are bounded on the west by Eccles

Street, on the south by Maplewood Avenue, and on the north and east by the Red River. Having a considerable frontage on Eccles Street, they constitute a terminal point for three other streets intersecting with Eccles. The feature, coupled with that of river frontage on two other sides, has resulted in a "quiet zone" of natural formation.

Altogether, these grounds and buildings, with their furnishings and equipment, connecting tunnels, side-walks and fences, refrigerating and fire alarm systems, lawns, beds, borders and shrubberies, represent a total capital outlay as at 31st December, 1919, of \$865,950.81. Proposed additions and improvements for 1920 will, it is estimated, cost upwards of \$400,000.00.

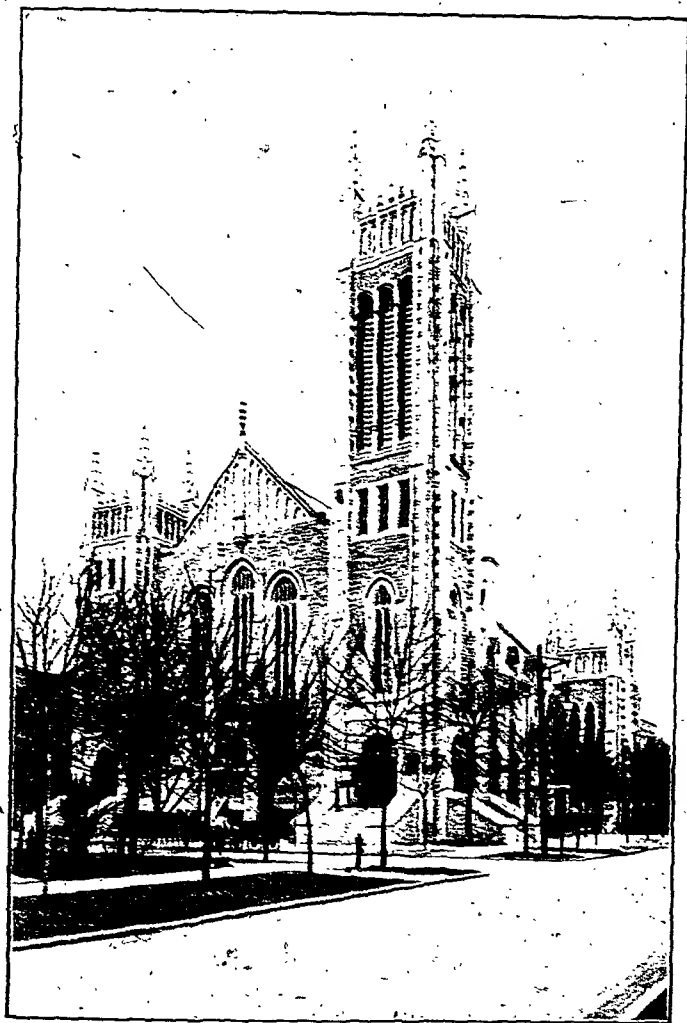
H.R.H. The Duke of Connaught opened the King Edward Memorial Hospital and laid the foundation stone of the King George Hospital simultaneously on Thursday, the 11th day of July, 1912.

MANAGEMENT.—The operation of these hospitals comes under the jurisdiction of a Hospital Commission, consisting of one member of the City Council and two private citizens appointed by the Council.

REPORTS.—Detailed printed reports covering each year's operations are available to all who may ask for them.

The following public and private hospitals are all in a flourishing condition:

Winnipeg General Hospital.
St. Boniface General Hospital.
North Winnipeg Hospital.
Victoria Hospital.
Childrens' Hospital.
Misericordia Hospital.
Grace Hospital.
Quarantine Hospital.
St. Roche's Hospital.



KNOX PRESBYTERIAN CHURCH

MUNICIPAL OWNERSHIP

The City of Winnipeg is a firm believer in Municipal ownership of all public utilities. The City owns and operates its hydro-electric power works, water works plant, street lighting system, stone quarry, fire-alarm system, police signal service, fire service water works, asphalt plant, gravel pit, Brookside cemetery and park refectory concessions. Winnipeg enjoys the distinction of being the first city in America to acquire a municipal asphalt plant.

CITY QUARRIES

The first quarry was opened in 1897 and made a separate department in 1901. New quarry opened at Stony Mountain in 1906 comprises 80 acres. The plant was electrified in 1914, and all machinery, including the large crushers, is electrically operated by power supplied by the City's own hydro-electric plant.

OUTPUT:

1910—21,852 yards at \$1.30	\$ 28,407.60
1911—89,119 yards at 1.20	106,942.80
1912—84,221 yards at 1.10	92,643.10
1913—65,927½ yards at 1.10	72,520.25
1914—77,769 yards at 1.10	85,545.90
1915—12,262 yards at 1.10	13,488.20

CITY GRAVEL PIT

This plant was started in 1882 and was placed in the Quarries Department in 1912. Lot contains 40 acres. During 1913 the plant was electrified and an electric locomotive and electric shovel installed. This is the first electric shovel placed in operation in Western Canada.

OUTPUT:

1911—51,090 yards at 65c	\$ 33,208.50
1912—65,136 yards at 60c	39,081.60
1913—67,179 yards at 60c	40,307.40
1914—66,290 yards at 60c	39,774.00
1915—10,120 yards at 60c	6,072.00

DAY LABOR.

The pavements, sewers and general improvements constructed in the City, including water works extensions, are done very largely by day labor at a considerable reduction in cost to what it was under the contract system.

FIRE SERVICE WATER WORKS.

The City has installed a high pressure water system for additional fire protection in the central business parts of the City. The plant consists of four large and two small Glenfield-Kennedy pumps driven by Crossley gas engines and has a capacity of 9,000 gallons per minute at 300 lbs. pressure. The cost of the system is assessed upon the properties within the benefited area, but the City at large pays the cost of the maintenance and operation.

Number of miles of mains
Number of hydrants

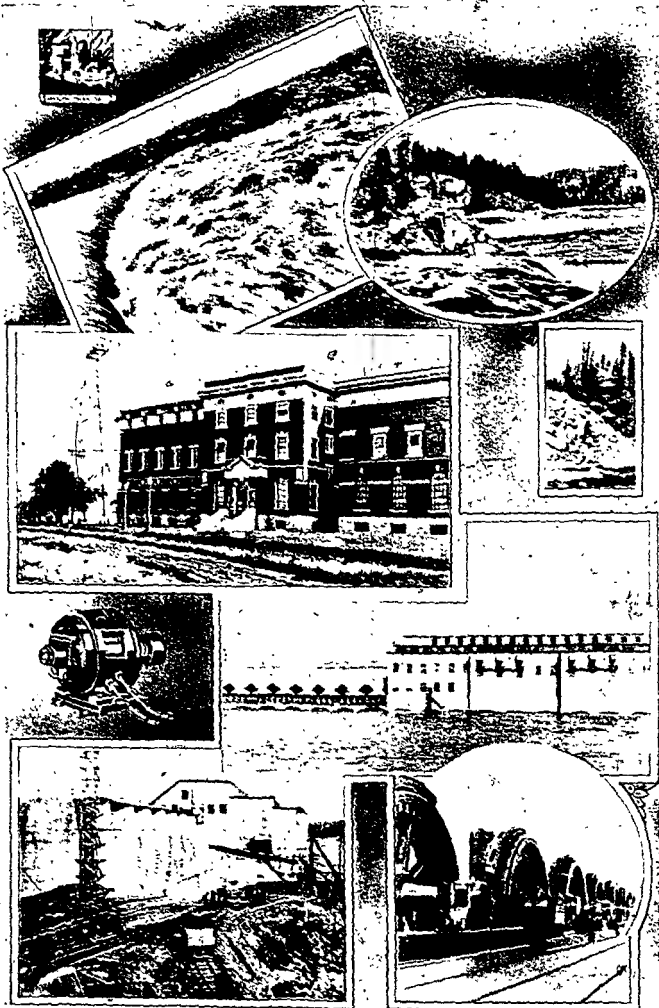
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GAS WORKS.

The City has the authority to issue debentures to the amount of \$600,000 for the purpose of constructing gas works.

MUNICIPAL POWER.

Realizing the great advantages afforded to manufacturers, power users and the householders generally by having available an abundant supply of electric energy for power and lighting purposes, the City of Winnipeg in 1905 reached a decision to undertake an hydro-electric development as a municipal enterprise. After a careful examination of the hydraulic resources of the Winnipeg River, the engineers of the City reported in favor of the site at Point du Bois, the estimated cost of the development being \$3,250,000 and in June, 1906, the ratepayers expressed themselves in favor of the City expending this amount of money on municipal hydro-electric works. The designs for the works were commenced in the fall of 1906, and tenders received and contracts let for the general



MUNICIPAL LIGHT AND POWER

works in January, 1909, and for machinery for equipment of the generating station in September, 1909.

The construction and equipment of the system including the transmission line, terminal station and a portion of the distribution lines in the City, was completed on October 16th, 1911. Upon completion of a thirty days' test, the plant was turned over to the City for operation, and it speaks volumes for the excellence of design, construction and equipment of the works when the fact is known that from the time the electric power was first turned on there has been but one serious interruption in service.

The power house is constructed entirely of reinforced concrete. The size of the building is 250 feet long, 150 feet wide and 100 feet high, and is capable of accommodating an equipment of a rated capacity of 50,000 h.p. Provision has been made for future extension of the power house which will give an ultimate capacity of 100,000 h.p.

The area of the power site is 438 acres.

Area of the flooded lands, 4,422.1 acres.

The head is 46 feet, the alternators generating at 6,600 volts, while the transmission voltage is 65,000 volts.

The first installation, which was put into operation in October, 1911, consists of:

5 Turbo-generators of 5,600 h.p. each;

6 Single-phase transformers of 3,000 k.w. each.

The plant was so successful in its initial stages of operation that in 1913 plans were prepared for a large extension to the generating equipment, utilizing the full space provided by the present power house, and the following additions were installed and put into service during 1914:

3 Turbo-generators of 7,000 h.p. each;

1 3-phase transformer of 9,000 k.w. capacity.

Final tests at the stations prove that the above equipment is capable of delivering continuously 50,000 h.p.

The transmission line is 77 miles in length, with two separate lines on steel towers which are set upon

concrete footings and carry the aluminium transmission circuits. A separate telephone line is erected upon the right-of-way for its full length, and telephone booths are located at convenient points.

Concurrently with the increase in the generating equipment, the building of a new 110,000 volt transmission line was started in 1913, and the footings for this line, also the special towers over railway crossings, were completed in 1914.

At the terminal station in the City the current is reduced to 12,000 volts and transmitted to the sub-stations in lead-covered insulated cables carried underground in conduits. Four of these sub-stations are at present in operation, and herein the voltage is reduced from 12,000 to 2,200 volts for distribution to customers by means of both overhead and underground systems for both direct and alternating current.

On January 1st, 1920, there was connected over 39,000 customers, while the maximum load had reached 35,500 h.p.

Total revenue in 1919 was \$1,228,255.59, showing a surplus over all charges, including sinking fund, depreciations, operating maintenance and general expense of \$52,881.00.

During the war further extension to the hydro-electric system was discontinued, but in the fall of 1919 a definite programme was approved by Council for the expenditure of approximately one and one-half million dollars so that further addition of some 21,000 h.p. would be available for supply in Winnipeg by the fall of 1921. By this date the second transmission line will be completed with the necessary switching at both ends, and the ultimate development at the power house will be completed in every respect with the exception of the installation of the last five units. Hence by that date there will be available for distribution in Winnipeg 70,000 h.p. out of an ultimate capacity of 100,000 h.p.

The use of electricity for heating and cooking is encouraged by the offer of a special rate of 1c. per

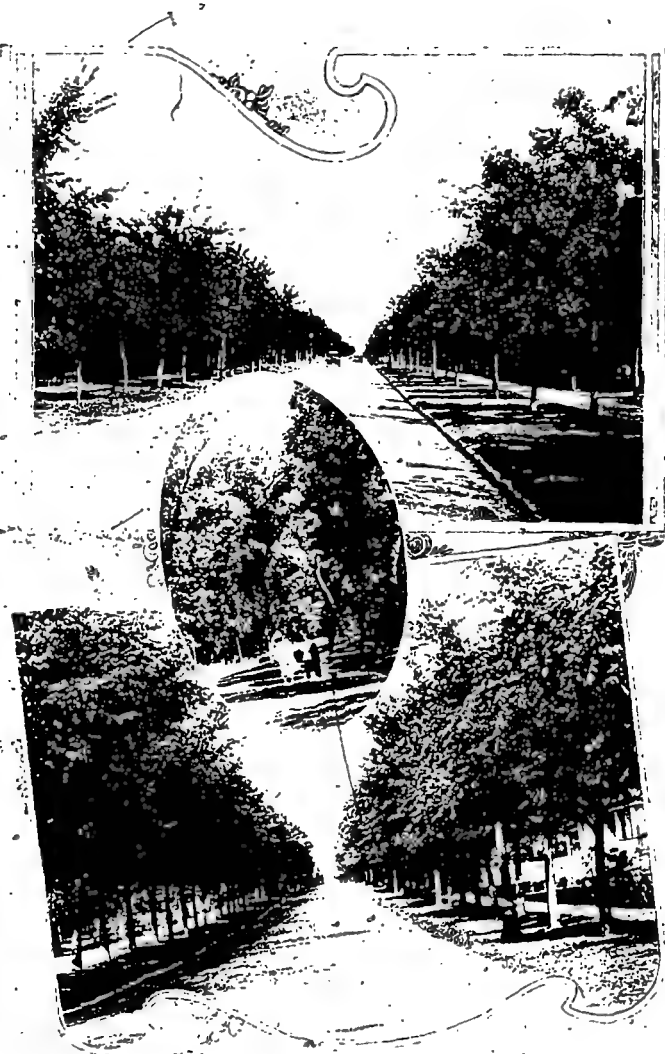
k.w. hour gross, and the electric range is daily gaining in favor with the citizens, who find the electrical method not only much more satisfactory but also more economical than the old methods. Over 3,000 Winnipeg families are using electric ranges with great satisfaction.

The plant has been on a paying basis since 1913, the loss from the first two years' operation being due to an insufficient number of consumers during those years to pay the overhead charges at the existing rates which were set at the present low figure at the very commencement of operation.

How cost of electric light in Winnipeg has been reduced:

1906
1907
1911
1912

20¢ per k.w. hour.
10¢ per k.w. hour.
7¢ per k.w. hour.
3 1/3¢ per k.w. hour.



RESIDENTIAL STREETS

LOCAL IMPROVEMENTS

When the owners of property on any street or lane desire a sewer, sidewalk, pavement or boulevard, or when the property owners in any locality desire the opening, widening, extension or diversion of any street or lane, application should be made to the City Engineer for a form of petition to the Council for the work or improvement. When such petition is signed by one-half in number of the owner's representing one-half in value of the property to be benefited by the work or improvement, the Council may proceed therewith and assess the cost against the property benefited.

If, in the opinion of the Council, any such improvement is necessary and in the public interest, it may direct that it be proceeded with on the City initiative, unless the property owners interested, representing sixty per cent. of the value of the property to be assessed, petition against the proposed work or improvement within a month after the Council gives notice of its intention to proceed with the work.

The assessment of the cost of the several local improvements are spread over the following terms, namely:

Ornamental Street Lighting (Residence Streets)	1 year
Ornamental Street Lighting (Business Streets)	3 years
Concrete pavements	3 years
Plank walks	5 years
Granolithic walks	10 years
Asphalt No. 1 pavements	15 years
Asphalt No. 2 pavements	10 years
Macadam pavements	7 years
Cedar block pavements	7 years
Boulevards	1 year
Street and land openings	3 years
Gravel pavements	5 years
Sewers	20 years
Sanitary improvements	7 years

The properties benefited pay the whole cost of sidewalks, boulevards and street and lane openings. In case of macadam pavement, 24 feet wide, the City at large contributes one-half the cost, and in case of

other classes of pavement of 24 feet or more in width, the City contributes a share of the cost equal to the cost of 12 feet of macadam pavement, and the balance is assessed upon the properties fronting upon the street whereon the improvement is made. When a street is repaved, the City having contributed to the cost of the first pavement, the properties benefited pay the whole cost.

Sewers are charged at the uniform rate of \$2.00 per foot frontage.

In the case of ornamental street lighting on business streets, the City pays one-third the cost of the standards and installation, the balance being paid by the property benefited. — In the case of ornamental lighting on residence streets the properties benefited pay the entire cost of installation. The total cost of maintenance and operation of ornamental street lighting is borne by the City at large on a basis of three lamps to a block of approximately 500 feet in length.

GENERAL/CURRENT ACCOUNT—REVENUE AND EXPENSES

Summary of Estimated Expenditures, Anticipated Revenues and Net Amount to be Raised by General Taxation on the City's Rateable Assessment of \$236,023,320, and a Comparison of last year's Actual Expenditures. The Credit Balance for the year 1918-1919 was \$43,609.12.

FUNCTION	Estimated Expenditure, 1919-20.		1918-19 Actual	
	Controllable	Uncontrollable	Total	Expenditure
A. General Government	\$ 312,613.30	\$ 792,518.88	\$ 312,613.30	\$ 337,018.01
B. Protection of Persons and Property	823,831.22	115,206.58	1,616,353.10	1,171,443.93
C. Preservation of Health and Sanitation	615,216.75	149,131.16	730,313.33	706,170.67
D. Highways and Bridges	325,178.72	1,583,981.36	174,309.88	116,991.50
E. Education	80,205.88	1,523,775.48	1,583,981.36	1,506,111.21
F. Recreation	80,732.00	125,747.52	200,173.53	192,291.28
G. Public Charities	198,360.00	186,406.01	381,766.01	371,070.17
H. Fixed Charges other than Distributed and Financial Exps.	176,900.12	201,601.67	378,501.79	381,400.38
I. Provincial Government of Manitoba Levies		563,500.00	563,500.00	676,000.00
J. Unclassified	213,599.97	231.32	213,831.29	161,929.31
Debit Balance, preceding year's appropriations				62,083.39
Credit	\$2,806,670.96	\$3,161,175.62	\$6,161,846.58	\$6,008,252.78
Unexpended Balance from Preceding Year.				
Business Tax			13,000.12	
Miscellaneous Revenue			373,436.00	343,156.40
			617,260.50	638,129.50
			\$1,036,305.62	\$1,033,106.22
Net amount to be raised by general taxes				
Rateable Assessment			1919-1920	1918-1919
Rate of Taxation			\$ 5,128,510.96	\$ 5,050,376.00
			236,023,320.00	252,728,800.00
			23 Mills	20 Mills
Revenue: Miscellaneous			9,557.75	
Business Tax			5,816.71	
General T. Levies			37.75	
			89,976.66	
Balance, Appropriation 1918-19			100,000.74	

STATISTICS

Population Winnipeg 1920	200,000
Population Manitoba 1919	507,442

AREA OF CITY

Land area	14,865 acres
Area under water	422 acres
Area of land outside limits proper	634 acres
24.8 sq. miles	15,921 acres
Area of land outside limits proper	634 acres
24.8 sq. miles	15,921 acres
Miles of streets	500
Miles of lanes	236
Rate of taxation, 1919 mills	23.00
Total number of deaths, 1919	2,108
Crude death rate per 1,000 of population	11.50
Total number of live births, 1919	5,254
Birth rate per 1,000 of population	28.65
Infantile mortality rate per 1,000 births	106.9

IMPROVED ROADWAYS AS FOLLOWS:

	Miles
Asphalt No. 1	99.44
Asphalt No. 2	20.36
Concrete	6.4
Macadam	33.
Cedar Block	25.86
Graded street	306.5
Sidewalks—Granolithic	136.37
Sidewalks—Plank	344.87
Sewers	255.15
Boulevards	120.

WATER MAINS

Domestic Supply	281.7
High pressure system	12.8
Number of hydrants, domestic	2,353
High pressure system	157

STREET RAILWAY

Mileage, Winnipeg electric	112.13
Within City limits	90.24
Revenue, passengers carried in 1919	\$ 58,441,007
Transfers issued in 1919	16,246,038
Gross earnings, 1919	2,796,703.09
Percentage 5% due City	139,835.16
Car tax on 340 cars at \$20	6,800.00

STREET LIGHTING

Number of ordinary arc lamps	993
Number of ornamental arc lamps	745
Number of h.e. inc. 1,000 c.p.	1,280
Number of series inc. H.E. 100 and 250 c.p.	138
Number of multiple inc. 60 and 100 watt	416

FIRE ALARM SYSTEM

Number alarm boxes on streets	345
Number alarm boxes in buildings	37
Number of private auxiliary boxes	82
Number of May-Oatway automatic fire alarm installations	38
Number of Dominion Messenger and Signal Automatic fire alarm installations	70

POLICE SIGNAL SYSTEM

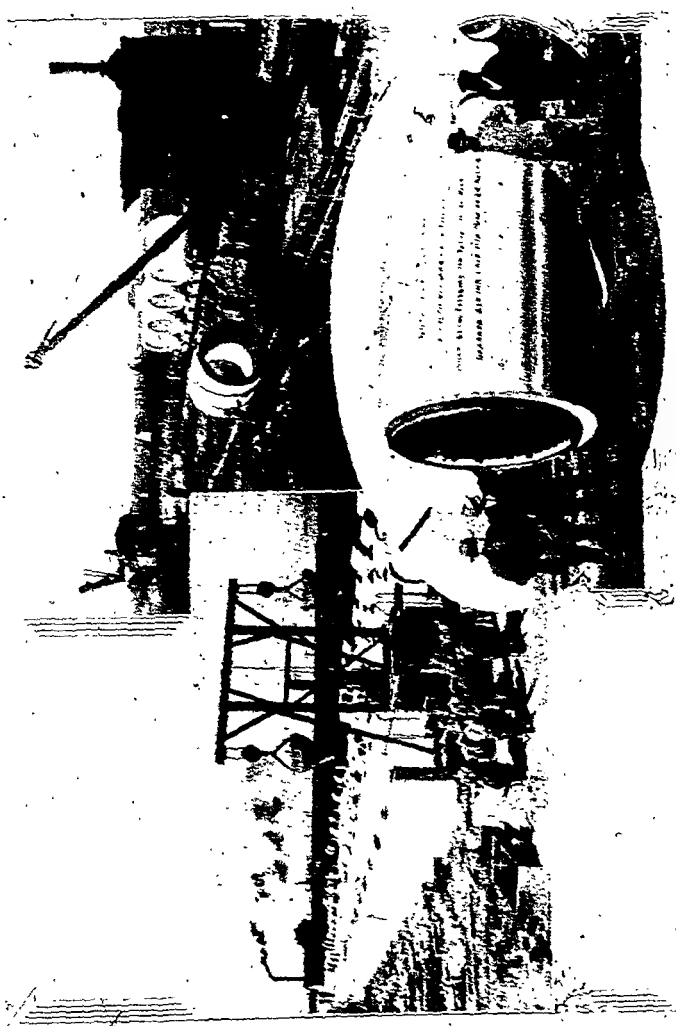
Number of public street alarm boxes	158
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PUBLIC PARKS

Area in acres	674.03
Valuation, 1919 including transfers and donations	\$3,152,500

BUILDING RECORDS

	Permits	Buildings	Cost
1900	530	638	\$ 1,441,863
1901	630	820	1,708,567
1902	822	973	2,408,125
1903	1,227	1,503	5,689,400
1904	4,768	2,268	9,651,750
1905	3,349	4,099	10,840,150
1906	3,487	4,202	12,625,950
1907	2,433	2,827	6,625,950
1908	1,544	1,769	5,313,700
1909	2,498	2,942	9,226,825
1910	3,291	3,916	15,116,450
1911	3,671	4,375	17,715,650
1912	4,489	5,328	20,563,750
1913	4,113	4,807	18,357,150
1914	3,130	3,614	12,160,950
1915	1,274	1,304	1,826,300
1916	1,100	1,126	2,507,300
1917	1,237	1,268	2,212,450
1918	1,435	1,458	2,050,650
1919	1,763	1,789	2,948,000



CONSTRUCTING THE AQUEDUCT FOR GREATER WINNIPEG WATER DISTRICT

NEW WATER SUPPLY

The history of Winnipeg's new visible water supply dates back to appointment of a commission on July 23rd, 1906, for the purpose of investigating the best available source of water supply for the City of Winnipeg. This commission, known as "The Water Supply Commission," was composed of:

J. H. Ashdown, Chairman.

Mayor Thomas Sharpe.

Alderman A. A. McArthur.

Alderman J. G. Harvey.

Alderman J. C. Gibson.

Alderman H. Sandison.

Dr. R. M. Simpson, Chairman Provincial
Board of Health.

T. R. Deacon, C.E.

Andrew Strang.

The Commission engaged the services of a Board of Consulting Engineers, composed of J. H. Fuertes, C.E., of New York City; G. C. Whipple, C.E., of New York City; R. S. Lea, C.E., of Montreal; and J. E. Schwitzer, C.E., Assistant Chief Engineer, Canadian Pacific Railway, Winnipeg.

The consulting engineers completed their labors on August 29th, 1907, and submitted a report to the Water Commission recommending the Winnipeg River as the best source of adequate and permanent water supply, and the Commission, on October 30th, 1907, recommended to the Council of the City of Winnipeg that the report of the Board of Engineers be acted upon. However, owing to the fact that the City had at that time commenced the expenditure of a large sum of money on the development of the hydro-electric works at Point du Bois, the water project had to be postponed for some years.

In 1912, the Public Utilities Commissioner, at the request of the City, caused an investigation to be made into the question of water supply, and an exhaustive report was prepared by Prof. C. S. Slichter. This report recommended Shoal Lake as

the best supply available, although the initial cost would be greatly in excess of the Winnipeg River project.

Following this, the City Engineer was instructed to make necessary surveys and furnish a report on the practicability and cost of procuring a water supply from Shoal Lake.

In 1913 a comprehensive scheme was promoted to supply the City of Winnipeg and the contiguous territory with an abundant supply of pure soft water, and this resulted in the creation of the Greater Winnipeg Water District.

The area comprising the Greater Winnipeg Water District includes the following territory:

	Square Miles
All of the City of Winnipeg	24.58
All of the City of St. Boniface	17.54
All of the Town of Transcona	8.75
Part of the Municipality of St. Vital	6.45
Part of the Municipality of Fort Garry	16.54
Part of the Municipality of Assiniboia	12.26
Part of the Municipality of West Kildonan	2.8
Part of the Municipality of East Kildonan	2.8
Part of the Municipality of Springfield	.31
Total area	92.03

The powers and functions of the Corporation are exercised and discharged by an administration board composed of the Mayor, four other members of the Council of the City of Winnipeg; the Mayor and one member of the Council of the City of St. Boniface; and the Mayor or Reeve of the Municipalities comprising the district. The Mayor of the City of Winnipeg is the Chairman. The management of the undertaking is vested in a Board of Commissioners.

The Corporation sells water in bulk and at the same price to the several municipalities, the price being based as nearly as possible on cost of maintenance, operation and management of the undertaking. Each municipality takes care of the distribution within its limits.

On April 4th, 1913, the Council of the City of Winnipeg appointed a Board of Consulting Engineers, composed of Mr. Rudolph Hering, of New York City; Mr. James H. Fuertes, of New York City; and Mr. Frederic P. Stearns, of Boston, Mass. The report of the consulting engineers was submitted on August 20th, 1913, and the conclusions and recommendations arrived at by the engineers were summarized as follows:

Shoal Lake without help from the main Lake of the Woods can be depended upon to furnish all the water needed for Winnipeg until the population shall have reached about 850,000, and with the help of the Lake of the Woods can furnish a practically inexhaustible supply. The water of Shoal Lake is of excellent quality for domestic and manufacturing purposes.

The total length of the aqueduct is 96.5 miles. The concrete portion of the aqueduct is to be of a capacity of 85,000,000 imperial gallons per day, and the pipe line portion capable of discharging 30,000,000 gallons into the McPhillips Street reservoir. The consulting engineers' estimated total cost of the intake, Falcon River diversion works, concrete aqueduct, reinforced concrete and cast-iron pipe line, including crossings of rivers, etc., was \$13,045,600. This being exclusive of the cost of acquiring land and of interest charges for money during construction.

The report of the consulting engineers was adopted by the Administration Board of the Greater Winnipeg Water District on September 6th, 1913, and on the same date a by-law passed to incur and create a debt of \$13,500,000 by borrowing money and issuing debentures for the water works system. The Water District Act requiring the approval of said by-law by the City of Winnipeg, the same was submitted to the vote of legally qualified ratepayers of the City on October 1st, 1913, with the following results:

In favor of by-law	2,951
Against	90

During the fall of 1913, survey parties were placed in the field to run a line of precise levels along the

route of the aqueduct, locate the centre line of the aqueduct, and secure data necessary for the design of the Falcon River diversion works, intake, etc.

Actual construction along the lines recommended by the consulting engineers was commenced on March 1st, 1914. Construction of railway, about 110 miles in length, including sidings, telephone line, clearing of the right-of-way, dyke across Indian Bay, preliminary channel for the diversion of water from the Falcon River, and fencing of the right-of-way wherever necessary, was carried out during 1914. Contracts for construction of the aqueduct, amounting to about \$6,200,000, were let on September 25th, 1914. Gravel pits were secured by the district for the supply of materials to the contractors for the aqueduct.

Work on the aqueduct was commenced in May, 1915, and during that year approximately $12\frac{1}{2}$ miles of aqueduct was constructed; during the season of 1916 a further $22\frac{1}{2}$ miles, and during 1917 an additional 35 miles, making a total of 70 miles of aqueduct, or 83 per cent. built to the end of 1917.

The contract for the 5 ft. 6 in. reinforced concrete pressure pipe line from the reservoir site (Deacon) to the Red River was let on December 29th, 1916, at an estimated total cost of \$1,308,753.00. Contracts for the remaining portions of the work—the 48-inch reinforced concrete pressure pipe line from the Red River to McPhillips Street reservoir, \$842,626.00; Red River tunnel, well and shafts, \$310,490; and the supply of valves and specials were awarded in January, 1918. The intake works at Shoal Lake were constructed by the District by day labor.

During 1918, the major portion of the remaining works were completed with the exception of a small section of the Red River tunnel, the delay in completion of the tunnel being due to damage in transit to two lengths of the 5-ft. cast-iron pipe lining, requiring the recasting of these two pieces. But for this mishap, the delivery of the new water supply to the McPhillips Street reservoir would have been possible at the time originally contemplated, the fall

of 1918. On March 29th, 1919, Shoal Lake water was turned into the McPhillips Street reservoir, and distribution by the City of Winnipeg commenced on April 5th, 1919.

General Facts.

There are only four other communities in the world that have gone a greater distance to secure their water supply than the Greater Winnipeg Water District. That the Greater Winnipeg Water supply ranks as a major undertaking is shown by the following tabulation:

Preliminary estimate of cost of undertaking, exclusive of land and interest during construction \$18,043,800

Source of Supply Shoal Lake, Ont.

Area of Shoal Lake 107 square miles

Area of Lake of the Woods, including Shoal Lake 1500 square miles

Drainage basin of Shoal Lake 360 square miles

Drainage basin of Lake of the Woods 27,700 square miles

Total length of conduit 96.5 miles

Difference in elevation between Shoal Lake and the City of Winnipeg's reservoir surface 294 feet

Method of delivering supply Gravity

Area of Greater Winnipeg Water District 92.03 square miles

Population of Greater Winnipeg Water District 220,000 inhabitants

Equalized assessment, 1919 \$181,292,030.00

Levy for 1919 764,887.46

Bonded indebtedness to December 31st, 1919 14,182,012.83

Length of cut-and-cover concrete aqueduct with capacity of 85,000,000 imperial gallons per day 77.5 miles

Length of river siphons and pressure sections of concrete aqueduct with capacity of 85,000,000 imperial gallons per day 7.1 miles

Length of reinforced concrete pressure pipe (lock joint type) with capacity of 50,000,000 imperial gallons per day 9.4 miles

Length of Red River tunnel with 5 foot cast iron pipe lining 0.2 miles

Length of 48-inch concrete pipe through streets of Winnipeg 2.3 miles

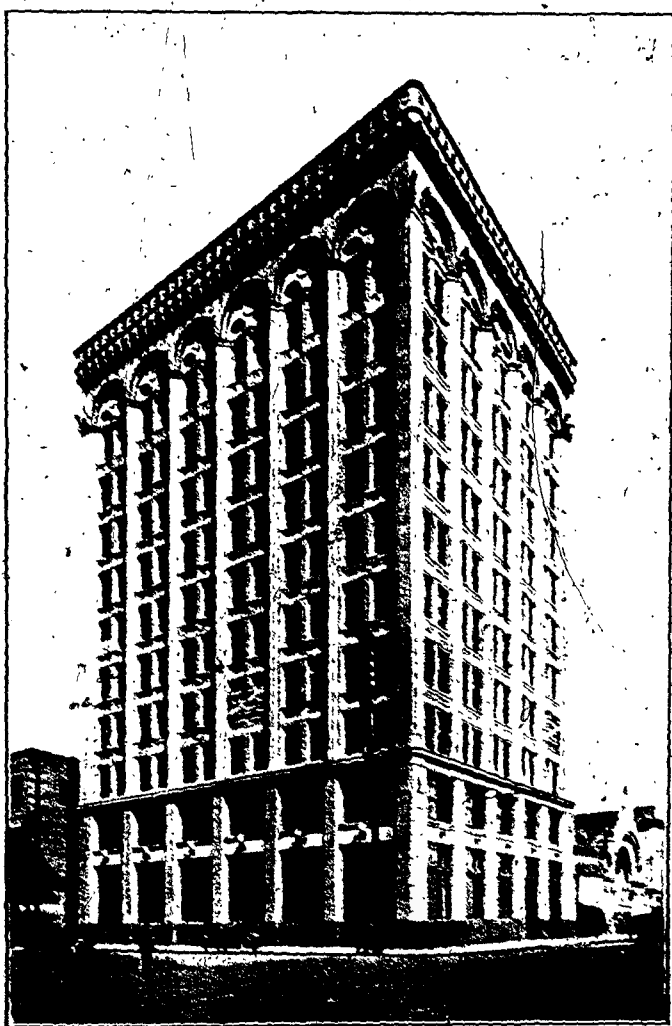
Date work commenced on undertaking October 1st, 1913

Date set for completion October 31st, 1918

Water turned into McPhillips Street reservoir March 29th, 1919

Distribution by City of Winnipeg commenced April 5th, 1919

Length of District railway, including sidings 110 miles



ADMINISTRATIVE BUILDING,
WINNIPEG ELECTRIC RAILWAY

ELECTRIC STREET RAILWAY

The street railway system is operated by the Winnipeg Electric Street Railway Company under franchise granted by the City, February 1st, 1892. The franchise continues for a term of 35 years, expiring February 1st, 1927, and at the said date the City may assume ownership of the railway and plant upon payment of the actual value of same, which amount shall be determined by arbitration.

Tickets and fares (according to contract):

The rate of single fare is five cents.

Tickets are sold at the following rates:

Six for twenty-five cents.

Twenty-five for a dollar.

Good at all hours.

Workmen's tickets are sold at the rate of eight for twenty-five cents, to be used only between 6 and 8 o'clock a.m., and between 5 and 6.30 p.m., and on Sundays.

School children's tickets to be used by children on any day of the week, are sold at the rate of ten for twenty-five cents.

Temporary Increase in Fares.

On petition of the Winnipeg Electric Railway Company for a temporary increase in fares to meet increased wages and operating expenses, an Interim Order (No. 391) was issued by the Public Utilities Commission on October 31st, 1918, authorizing the Company to charge the following fares pending an investigation by the Commission as to what the proper fare should be, namely:

(a) Cash fare of 5 cents, or 5 tickets for 25 cents.

(b) Six workmen's tickets for 25 cents, good to be used during the following hours between the time the cars commence to run in the morning and 8 a.m., and between 5 p.m. and 6.30 p.m. on week days and all day Sunday.

(c) Children's tickets, seven for 25 cents, to be used by school children under the age of 16 years.

(d) The present right to transfers shall continue.

This order became effective November 1st, 1918.

Further Temporary Increase in Fares:

In September, 1919, the Winnipeg Electric Railway Company made a supplementary application to the Public Utilities Commission for a further interim order to raise the street car fares to a straight six cent fare, eliminating all special and reduced rates except school children's tickets. This application was strenuously opposed by the City on the grounds that the Public Utilities Commissioner had no jurisdiction to interfere with or alter the terms of the Company's franchise as defined by By-law No. 543. Notwithstanding the objections of the City, an order was issued by the Public Utilities Commissioner on October 3rd, 1919 (Order No. 412) for a further temporary increase in street railway fares as follows:

(a) A cash fare of six cents or five tickets for thirty cents.

(b) Nine tickets for fifty cents, good at all hours.

(c) Five workmen's tickets for twenty-five cents, good to be used during the following hours: Between the time cars commence to run in the morning and 8 a.m., and between 5 p.m. and 6.30 p.m. on week days and all day Sunday.

(d) School children's tickets, seven for twenty-five cents, to be used by school children under the age of 16 years.

(e) The present right to transfers shall continue.

The City at once applied to a Judge of the Court of King's Bench for an injunction restraining the Winnipeg Electric Railway Company from carrying into effect or in any way acting upon the Order of the Public Utilities Commissioner increasing the fares. An interim injunction was granted, but on application for the continuance of the interlocutory injunction pending trial of the action questioning the jurisdiction of the Public Utilities Commission,

judgment was given that the injunction should not be continued.

The City has brought action in the Court of Kings Bench asking that the Public Utilities Act be declared *ultra vires* of the Legislature of the Province of Manitoba, and unconstitutional and invalid, and that the Public Utilities Commissioner has no right to vary a contract. The Court has reserved decision in the case.

TAXATION

The Company pays to the City annually on the first of February a sum equal to \$20 for each car used during the year, and is also liable to taxation on the railway property, including equipment, power house and appliances.

In addition to all other sums, the Company pays to the City annually on the 1st of February, five per cent. of the gross yearly earnings of the railway in the City.



